Weather

Overcast, showers and thunderstorms. The maximum temperature yesterday was 86.0 and the minimum 70.9, the figures for the corresponding day last year being 85.5 and 77.6.

The China Press
大陸報

The Mail Box
MAILS for America-Europe.
Str. Empire State, Sept. 6; Reg. 1 p.m. and ord. 2 p.m.
FOR Europe and way ports, Str. Dilwara, Sept. 8.
FROM America and Europe, Str. Korea Maru, Sept. 5.

NO. 3094 VOL. IX. Registered at the Chinese P. O. for transmission "with special marks privileges in China" 辛酉年八月初三日 SHANGHAI, SUNDAY, SEPTEMBER 4, 1921 大正四年 第三種郵便物認可 20 CENTS

'COMPROMISE ON YAP HAS BEEN MADE BY AMERICA'

Full Cable Control Is Offered If Mandate Is Recognised

DUTCH GET WIRE

Japanese Said To Have Agreed As To The Menado Line

(Reuter's Service)

New York, September 2.—Despatches from Tokio state that an agreement in regard to the Yap controversy will probably be reached, under which the United States will receive full control of the Yap-Guam cable, including the landing at the Yap end. The United States will recognise the Japanese mandate over Yap. The control of the Yap-Menado cable will be settled by arrangements between Japan and the Netherlands Government. It is understood from Dutch sources here that this will probably amount to partial Dutch control of the Yap end of the cable.

IRISH REPLY IS CIRCULATING IN CABINET'S HANDS

(Reuter's Service)

London, September 2.—The Prime Minister has sent Dail Eireann's reply—which was delivered to him at Gairloch yesterday evening—to London for circulation to members of the Ministry.

In view of the serious issues involved, Mr. Lloyd George is convening a Cabinet meeting for Wednesday at the Inverness Town Hall. The King will be at Moy Hall, in the same neighborhood, where the Premier will visit him.

It is stated in Downing Street that Mr. de Valera's reply to the Premier is unlikely to be available for publication for some days.

DUTCH OIL GEARS OF LAW MEETING WITH A BANQUET

(Reuter's Service)

The Hague, September 2.—The International Law Association discussed international law as it affects private persons. Prince Henry of the Netherlands, the Dutch Minister of Justice and the Burgomaster of the Hague were present at a banquet given by the Royal Dutch Petroleum Company to the foreign delegates.

Bad Weather Delays Liner Empire State

Due to bad weather which the vessel encountered on its way from Hongkong the steamer Empire State of the Pacific Mail which was expected off Woosung tomorrow will be delayed and will arrive on Tuesady. Mail to go on the steamer will close at the American Post Office at 1 o'clock Tuesday afternoon for registered matter and at 2 o'clock for ordinary matter.

The steamer Korea Maru from San Francisco is due to arrive here tomorrow, but it is not thought that she carries any mail. Mail to Manila on the Korea Maru will be dispatched by the American Post Office tomorrow, closing at 1 o'clock.

As Monday is Labor Day the American Post Office will be closed through the day.

Business Outlook In U.S. Brighter

The following cablegram has been received by the American Commercial Attache, Peking, from the Bureau of Foreign and Domestic Commerce, Washington:

"American Exports to China $5,700,000 for July; Imports from China $10,100,000; Readjustment business conditions apparently complete. Production increasing. Wholesale prices stiffening."

(Continued on Page 6)

CHINA'S CASE At The CONFERENCE, II.

BY J. E. DOYLE

THERE is an old story about a bad little boy who threw spitballs and did all sorts of other naughty things in school—and the teacher ordained that he should sit in a front seat. The lad reformed. He told his teacher, his mother and all his pals—but the teacher suggested that he still retain the seat where he could be watched.

The simile is quite apt as applied to the Japanese in Tsingtao. Foreign business men cannot understand Japan's attitude of almost over-cordial tolerance and so they are still suspicious of every Japanese move. British and American merchants in Tsingtao have little cause to complain these days. Every protest to the high Japanese officials receives prompt attention.

Cordiality on the part of Japanese officials is the topic of discussion wherever foreign merchants gather and invariably the discussion centers on surmises as to the wherefore and whyfore of the change of attitude, for a different story was told in 1919.

Even a year ago a discreet suggestion was received by a British shipping company that their boats might be released from quarantine some hours sooner if a Japanese doctor "who understood methods" were part of the crew. The suggestion was summarily rejected and although the quarantine—a silly, senseless, obnoxious quarantine—is now in effect against Shanghai, the British company has not been approached this year. I asked the manager if he thought a Japanese doctor aboard his company's ships would help matters. "I am sure of it," he replied, "but we will not have Japanese doctors on our steamers to find out how we do business."

COMPLAINTS ARE FEW

With the exception of the quarantine and charges of alleged inefficiency at the wharves now and then, I could find no cause for complaint by foreign business men of which there are very few, of course. The invariable reply to questions asked about discrimination, an overplayed topic by writers on Shantung, was: "We are being treated very nicely, and we cannot understand the sudden change of heart."

On the morning of August Fifth a United States Shipping Board freighter, operated by an American concern, entered the Great Harbor at Tsingtao, about four minutes later than a Japanese steamer which came from a Japanese port. The little grey Customs launch, with the doctor and Customs officers aboard, slipped away from the pier and it was the confident belief aboard the American cargo carrier that the Japanese steamer would be cleared first. But the launch went to the American freighter, its papers were examined without delay, the crew was counted by the doctor, a short conversation took place with the American captain and the Japanese officials left to clear the Japanese steamer.

A representative of a British firm which exports Shantung products to England and America told me that peanuts shipped by his firm were handled faster and better than Japanese consignments by the Shantung Railway.

A trip to the China Import and Export Lumber Company yards revealed shining piles of clear, new lumber while within a radius of half a mile stacks of grey, weather-beaten timber already cut and ready for sale are piled high in Japanese yards. The British firm is constantly moving lumber and Japanese builders and contractors are the big buyers. Foreign consumers amount to but a drop in the ocean as far as Tsingtao is concerned. Yet the sales of this company are admittedly greater than those of the Japanese companies combined.

EFFORTS TO PLEASE

Every effort is being made by wharf and customs officials to please the fastidious foreign shippers and these same authorities are conducting a vigorous campaign against the importation of opium and morphia with good results, according to Tsingtao missionaries. Two years ago the story was told with great glee throughout the Far East that the lucky holder of the opium monopoly for the port was forced to build at least one hospital in Tsingtao.

American locomotives are hauling American-style cars over the Shantung Railway; schools for Chinese, thirty-seven of them, have been built—a new note in Japan's policy toward China; leases for land are being granted in three days whereas two years

(Continued on Page 6)

MOORS HOLD SPANIARDS IN MELILLA; AT CITY'S GATES

Position Of Dons Said To Be Critical But Madrid Is Silent

(Reuter's Service)

Paris, September 3.—Telegrams from Morocco describe the position of the Spaniards there as critical. Melilla, the seat of the Spanish Administration, is stated to be encircled by Moors and twelve hours desperate fighting is said to have occurred almost at the gates of the town.

The foregoing reports have however not hitherto been confirmed from Spain.

Madrid, September 3.—The newspapers are indulging in recriminations regarding responsibility for the present predicament in Morocco. The exempted men of the 1920 class will shortly be called up and supplies are being prepared with a view to the organisation of an advance from Melilla.

THRONGS PAY TRIBUTE AS MEN OF R38 GO TO TOMB

Streets Of Hull Are Lined With Mourners For Dead Airmen

(Reuter's Service)

London, Sept. 2.—Moving scenes were witnessed at Hull today on the occasion of the funeral of the British officers and men of the ill-fated R 38.

Thousands of silent spectators lined the streets. The cortege was preceded by a firing party of a hundred men from the Air Force base at Howden. The coffins were borne on aircraft trailers, drawn by motor tenders, and preceded by the band of the Air Force. The victims were buried in one grave, over which a monument is to be erected.

The bodies of 14 members of the British crew of the R 38 are still missing.

Contributors' Column Has Many Queer Pseudonyms

By Bruce Hopper

BACK in the days before history was spun, when the sun was hotter, the glaciers colder, and the twilights more misty than now there lived the Reindeer man. This bold hunter was a man with ideas, and he craved some measure of public influence in the nomad community. But the continual search for food and struggles with horned monsters prevented inter-tribal conventions at which he could deliver himself with primeval eloquence. Being a creature of ingenuity he resorted portrayal of his opinions by means of cartoons, which artistic designs can be seen today on the walls of pre-Neolithic caves.

His ideas thus obtained circulation. He satirised the Reindeer gods, and drew ribald, suggestive pictures of the possible causes for flood, fuel shortage, and scarcity of delectable jackrabbits and dinosaurs. Other tribesmen would wander by the cave on hunting expeditions, and discover the sarcastic cartoons and pictorial humor. A chortling convulsion would follow. Those cartoons are enigmas to scholars of today, as they belong to a humor that is past. But many a hoary, contemporary Nimrod laughed over them until the tears rained down on his stone maul.

AND NOMS DE PIERRE

The Reindeer man was daring to the point of madness when following the ancestor of the bison, but the very ribaldry of his posted satires drew a blush to his bearded cheek. That sense of modesty led him to adopt a shifting nomenclature in noms de pierres, which obscured his identity, and gave him greater freedom of expression. Some of his cartoons were signed by the symbol of the saber-tooth of the tiger, never a friend to man, which translated into cross-country Monkish Latin means Vindex. Among his other cognomens was the fossil symbol Archaeopteryx, neither bird nor reptile, which later came to mean Meditatio Fugae.

From this form of cave pleasantry has descended in legitimate line the community safety valve, known as the Correspondence Column in modern newspapers. The index of pseudonym has not lost any of its glitter in the descent.

The reader of the correspondence column is naturally interested in the identity of the writers of the heated, hysterico-extravaganza epistles, but his only workable clue is the amount of imagination used in the selection of a pseudonym. Most of the correspondents show greater intimacy with Latin gerundives than with the art of neology. Because of this lack we see Pro Bono Publico and Vox Populi as signatures in the journal which published the fall of the Tarquins, and we see them today.

WHO WROTE THEM?

But Shanghai is a fertile plain of verblage. Magnus Apollo dwells on high, and is never at a loss for a startling pseudonym with which to usher his slant on timely topics. Witty Mr. Punch keeps a Far Eastern staff to point the crooked finger of ridicule at public absurdities. How many of the wrongs mentioned are ever redressed through the medium of the column is never known; nor is it certain that the affectionate lap dog gained undue popularity through the controversy which once shrieked in the columns of a local newspaper.

The letters are always instructive, positively or negative, but the unfortunate situation of the reader is he has to spend his leisure worrying over the identity of the correspondents with nothe Roman names. While decrying such refuge in antiquity he is bound to swallow the arguments put forth cum grano salis.

Thus we would say that the name Apollyon, of recent appearance, was a suggestio falsi, for instead of taking us to the sylvan dells and notes of the flute in Arcadie the writer gave us a musical tour through the Ghettos of Warsaw and Constantinople, the date groves of Mesopotamia, and the burning ghats of Bombay merely to get an apt analogy for the hideous shrieks he hears during a performance of the public band. One's feelings are outraged at the deception.

The word battle between Dope and Anti-Dope (you're all wrong Watson if you think it indicates opium) took a sudden turn for the confessional when Dope signed himself Dopey in the rebuttal. Disgusted Creditor gives such unhappy pictures of financial mysteries that he is suspected of owning money somewhere beyond his reach.

Reserve Officer cries Fie! Fie! to arrogant well-dressers who plagiarise the mess jacket which is the badge of rank in the British army. But he repudiates the first half of his assumed name when he writes of such malefactors: "they could not look more absurd if they left off their nether garments and toddled to parties or the theater in their B.D.V's." It would perhaps be incorrect to credit Reserve Officer with an arriere pensee.

WHAT'S IN A NAME

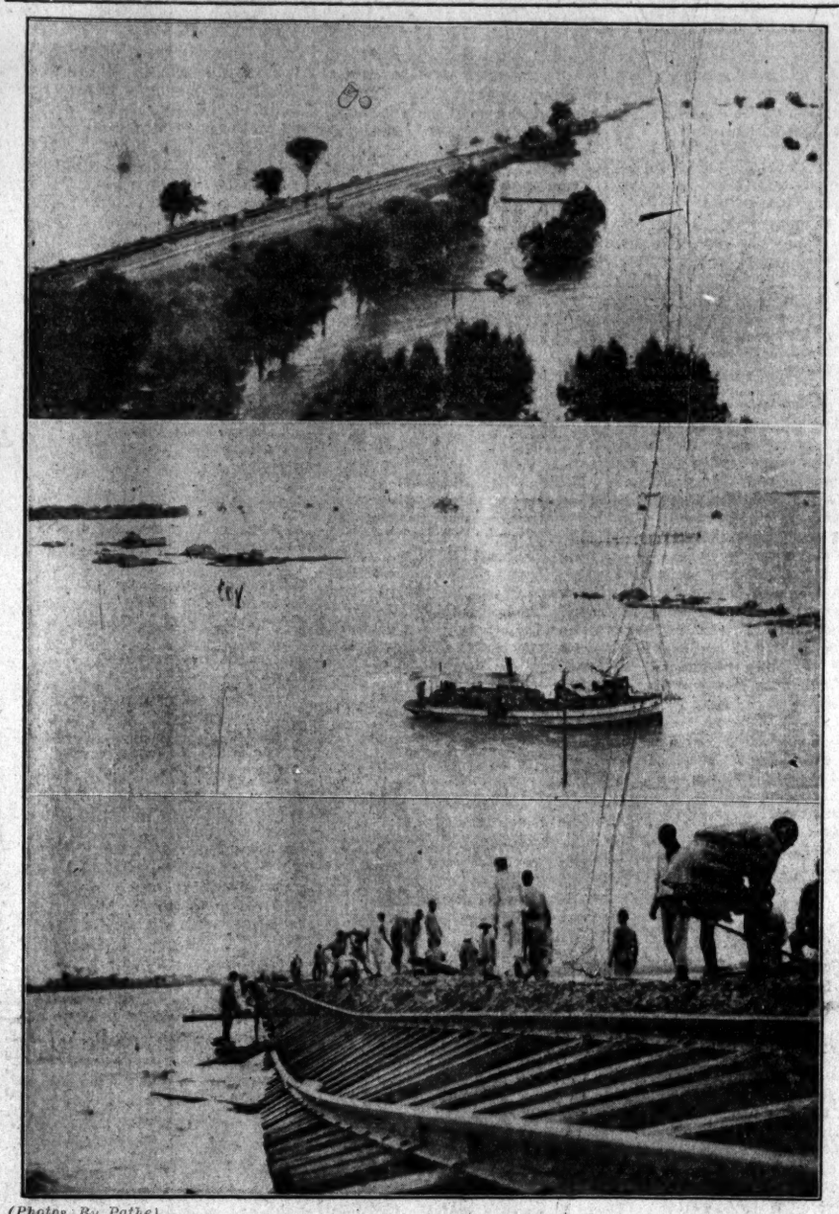
The man who signs Mercutio, in a letter about a pony which arrived from Tientsin before the telegram announcing shipment, is making poor Romeo's bosom friend do the work of a Nunctius. Per Ardua ad Astra informs Ubique about the hateful income tax, and Dog Lover, Cave Canem, and Frenchtown Dog point to the locus delicti in the canine society of Shanghai.

One reads messages from the Manx Cat, Zadoc, the Chinese Noah), Tallow, who vouches for the rumor that Nero fiddled while Rome was burning, Scrutator, Corregidor, and Fide Non Armis. Tinkle Bell wants a gong hung about the neck of every galloping ricsha coolie, and One of the Sufferers recites tales of financial discouragement. Hard Hit, Harder Hit, Done and Overdone spurn the language of the toga, but Delta Gamma goes unblushingly to more antique sources to give authority to his Anti-Bolshevik opinions. Baby Bunting speaks in sotto voce, but the basso profundo is supplied by Cold Logic who thunders Philippics against fabulous rents.

Ergo, and propter hoc, there are many pseudonyms yet to be

(Continued on Page 6)

Journey In China's Flooded Region Is Fraught With Danger; Travelers Proceed At Risk Of Lives



(Photos By Pathe)

The above photographs were taken for the CHINA PRESS by M. Simon of Pathe's who accompanied our correspondent Wes Williams through the flooded area. The upper photo shows where the railway fell away into the flood, the center one being that of a steam launch that is ten miles from the normal bank of the river while the lower shows the reason why trains ceased to run and the coolies endeavoring to level the tracks sent askew by the flood.

WALKING PLANK EASY COMPARED TO THIS JOURNEY

Expedition Forced To Take Bridges Like Cat On Slippery Fence

DESTITUTION IS GREAT

Millions Lose All When The Huai River Comes Down On Them In Force

BY WES WILLIAMS

Tientsin, August 25.—Sleep walking on the roof and fire escapes of a twenty storey building undoubtedly has its thrills although I have never experienced them myself. But I did have three hours of nightmare walking sleepers across the Huai River in flood time. Cold chills travel up and down my spine as I recall that stormy night and I am glad to be alive to tell the story. That not one of our party of thirteen was lost or injured is a miracle to me. It all came about in the following fashion:

Our party including Dr. Peter, Messrs. Mitchell and Simon were flood bound at Pengpu, Anhui. The only trains kept running were those carrying rubble from the hills to repair the numerous washouts in the banks of the railway. And even these trains could not venture over the worst places. Yet the doctor and Mitchell were bound to get north. The former persisted in saying that he would be in Pei Tai Ho in spite of everything to give a moving picture health lecture on Tuesday evening, August 23 at 8 o'clock.

BOXES THE DIFFICULTY

We laughed at him and asked to what part of his body he would prefer to tie some of those heavy boxes of his as he swam across. For it was there pet boxes of his

(Continued on Page 14)

Home Made Money Bane Of All But Change Shop

By Elsie McCormick

THERE are two classes of money in China—good and bad. The good is the kind you spend, and the bad the kind you get back in change. Whenever we hear of anybody collecting an erring dollar, we are greatly surprised, as we thought we had all the bad money in the Far East.

The dweller in Shanghai must be as careful about the ancestry of the coins with which he associates as a person trying to break into Boston society. Despite all that has been said about the triumph of environment over heredity, the coin born in a humble Chinese back room can never acquire the savoir faire and social acceptability of one born in a mint, event if it is removed from its undesirable associates in every early youth and given a finishing-school education. Somebody is always seeing through the layer of silver to the copper underneath, or discovering that its conversation doesn't ring true, or criticising the way it wears its engraving. We have often watched exchange shop men ring coins and have even tried ringing them ourselves, but it doesn't do us any good, as we haven't learned yet what to listen for.

Getting rid of a counterfeit dollar is quite as easy as losing a young lady acquaintance on a steamer when it's time to have the luggage taken off. Usually you mix it up with the other coins, this process being actuated by an unacknowledged hope that you'll spend it without knowing it and therefore save your conscience the burden of having deliberately given out bad money.

SUCH AN OUTLET!

Unfortunately, however you always recognise it just as you are on the point of paying it out, and a slight taint of bourgeoisie ethics makes you drop it back again. You generally keep it until some occasion when you are confronted with a collection plate,

(Continued on Page 2)

China's Case At The Conference

MR. J. E. DOYLE of THE CHINA PRESS staff has just returned from a trip of investigation which took him to Tsingtao, all through Shantung, along the railway to Tsinanfu, and to Peking. The second of the series of articles resulting from his inquiry appears today on this page. We commend it and the entire series to the attention of our readers. Its importance is matched only by its timeliness, for upon the disposal of China's case at Washington depends the success or failure of the Disarmament Conference.

Upon China's case is posed the whole problem of the Pacific and unless a solution of it satisfactory, not only to China but to the aroused public opinion of the world, is found, there can be no disarmament. Mr. Doyle is presenting the facts of the Tsingtao and Shantung situation as they exist today. These facts are of importance not only to every merchant doing business in China but to every foreigner and to every Chinese. The third article will be published in Tuesday's issue of THE CHINA PRESS.

LI YUAN-HUNG URGED BY WU TO HEAD NEW GOVERNMENT

Asks Chao And Chen Of Canton To Assist In Uniting China

PROVINCES READY

Ten Willing To Aid In The Conference To Bring Consolidation

(Staff Wire To The China Press)

Hankow, September 3, 4:20 p.m.—It is reported that General Wu Pei-fu has sent representatives to persuade the various provinces to act unitedly toward the formation of a federal provincial government system, and that he is urging former president Li Yuan-hung to head the new government and asking Generals Chao Heng-ti of Hunan, and Chen Chiung-ming, the Kwangtung constitutionalists' chief military leader, to cooperate.

TEN WILL JOIN

Hankow, Sept. 2.—A move on the part of the whole block of ten Northern provinces, together with the dependency of Sinkiang, toward unification for the solution of the national problem is reported here. According to this report Hupeh, Kiangsi, Anhwei, Kiangsu, Honan, Shantung, Chihli, Shansi, Shensi, Kansu and Sinkiang may be drawn together in an effort to bring stability to the situation.

Chang Yi-ling, former Minister of Education and a close friend of General Wu Pei-fu, and Chang Shao-tseng, Tsao Kun's representative, are now conferring with Wu for approval of the scheme and it is stated that Chang Shao-tseng will issue the proclamation for a convention from Hankow.

General Wu Pei-fu, discussing Hunan peace terms, is insisting on the appointment of General Chao Heng-ti as Tuchun. He will permit the stationing of Hunan troops at Yochow, Pingkiang, Hsiangying and Linghsiang and favors local self-government—under Peking supervision.

Changsha is quiet. Reports that shops have closed and that the people have engaged in a general exodus are denied. The only disturbances are said to have been created by tufei. Chang Yi-ling has wired to Hankow that General Wu promises that the situation is solved and that he is proceeding to Changsha to confer with General Chao Heng-ti.

CONVOY STOPS SHOOTING

(Reuter's Pacific Service)

Ichang, Aug. 31.—The steamer Shasi arrived here yesterday. She is the first seamer not fired on for some time, this fact proving the value of a naval escort.

The French gunboat Doudapt de Lagree is off the rocks, and, assisted by H.M.S. Teal, has been beached. There are some hopes of salvage.

One commander of Szechuen forces has notified the consular body here that his army will march into Ichang immediately. This commander's manifesto denounces the militarists as "ignorant and corruptible."

"Our purpose," he says, "is to destroy the militarists and establish a democracy." He promises to keep order and protect the lives and property of all foreigners.

CHANGSHA STILL SAFE

Hankow, September 2.—It is now stated from an authentic source that the reported capture of Changsha by Kiangsi troops is unfounded, but that there has been fighting with Kiangsi forces at Lehing, en route to Changsha.

General Wu Pei-fu has had an interview with General Chao Heng-ti. It is reported that they met on board H. M. S. Magnolia, and agreed to cease fighting for the time being. Traffic by river and rail has been restored.

Mr. Lui Chin-yen, the Civil Governor of Hupeh, has again handed his resignation to General Wu Pei-fu, who has now consented to accept it, and recommends for the post admiral Tang Hsiang-ming, a former Tuchun of Hupeh, and at one time secretary to General Tsao Kun.

U. S. MINISTER IS IMPRESSED WITH CHINA'S 'CHICAGO'

(Reuter's Pacific Service)

Hankow, September 2.—Dr. Schurman and party left last night by train for Peking. Their visit to Hankow was mostly taken up with American and Chinese nationals.

Interviewed by the Central China Post, the American Minister stated that he was "impressed by the ideal situation of the place as a future trade center. He was convinced it would speedily develop into the Chicago of the East."

His departure from the station was attended by a large Chinese guard under arms, with colors and bands, which lined the platform. There was a small crowd of Americans and Chinese, but the absence of foreign officials was noticeable.

Jobs Proving Problem Having Many Difficulties

(Reuter's Service)

London, September 2.—The unemployment question has suddenly come to the fore through simultaneous demonstrations, apparently under a central control, in various districts of London held for the purpose of demanding extravagant relief allowances from boards of guardians. A few boards, notably the Islington Board, have complied, but others have temporised. It is noteworthy that there have been no outbreaks of violence and the demonstrators have generally dispersed quietly after the Poor Law officials have explained to them the difficulty of increasing the already enormous sums spent in relief.

A curious situation has arisen, owing to the refusal of the Poplar Borough Council to obey an order of the courts to pay rates to the London County Council and the Metropolitan Asylums Board. The Council has taken up the ground that the Borough is overburdened by excessive poor relief, which the Council claims, should be equalised throughout London. Orders for the arrest of 32 councillors have been issued, and the sheriff's officers arrested nine yesterday evening.

The executive of the London Labor Party has addressed a letter to Mr. Lloyd George on the question of unemployment, urging the immediate convocation of a special session of Parliament to deal with the present serious situation on national lines, and not, as at present, throw the burden of relief on the municipalities, whereby the ratepayers in the poorest districts are the worst sufferers.

Three more Poplar councillors were arrested this afternoon. A large crowd of unemployed heartily cheered the prisoners, shouting "up rebels," and singing "The Red Flag." Alderman Scurr, one of those arrested, made a speech to the crowd, in which he urged that there should be no rioting but passive resistance. Not a penny of rent should be paid, he urged.

It is stated that the matter will be submitted at the Trade Union congress at Cardiff on Monday.

America Given Blame For Low Price Of Rubber

(Reuter's Service)

London, Sept. 2.—An attempt to correct some of the more pessimistic views of the rubber situation which have lately prevailed is made in a letter to the press from Messrs. Harrison and Crossfield.

This firm attributes to America the whole shortage in consumption likely to be realised this year, as compared with last, which is estimated at 70,000 tons, but is of opinion that America, which consumed 220,000 tons of crude rubber in 1920, will consume over 150,000 in 1921. It says there is good reason to anticipate that the consumption in 1921 will equal the restricted production, but there is no prospect of any material rise in price until the existing surplus stocks have been substantially reduced.

LOOK TO THEIR NEEDS

(Reuter's Service)

Paris, September 1.—The International Famine Relief Committee is considering the dispatch of a mission to enquire into Russia's real needs and the most practical means of meeting them. The Soviets are to be asked to facilitate the mission's purpose.

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Smiles from the Mixed Court

Yi Ah-chang, Lee Kwe-dong and Ling Ah-fok repaired to the foodshop of Woo Sz-nung on Seward Road for dinner Friday night. Yi, Lee and Ling are by way of being blacksmiths. Which may have had a bearing on subsequent events.

At any rate, when the trio had finished, Woo figured out that they had done away with $2.70 worth of provender. The guests polled their resources and produced $2 even. For the 70 cents outstanding they offered to sign a chit. Woo declined the offer. There were a number of acrimonious remarks from both sides and then Lee went out and pawned his jacket and returned with the balance of the bill.

So far as he was concerned, Woo told the Magistrate yesterday, he had considered the incident closed, but when he was proceeding to his home several hours later a gang of men, among whom he recognised his recent customers, dragged him out of his ricsha, belabored him with their fists and chased him into a shop which fortunately had its doors partly open. Woo exhibited bruises and abrasions which might have been the result of attention from a bevy of blacksmiths or a steam roller.

Yi, Lee and Ling conceded the veracity of Woo's recital up to and including the pawning of the coat and the payment of the seventy cents. Beyond that, they claimed, there was a vicious perversion of the facts. It was Woo who had led on his staff and started the battle, evidently through irritation over the delay in settlement of the account. The redoubtable three had merely done what they could to protect themselves.

The Court was of opinion that this was sufficient to entitle them to three days' entertainment at the expense of the Municipality.

FASHION NOTE

The Chinese police constable who keeps watch and ward over the N.Y.K. wharf these evenings keeps abreast of the fashions. He knows that the bustle was relegated to the attic at about the time they were getting ready to tuck Mr. Bryan's silver theory away among the moth balls. Which is why he conducted Sih Zung-woo to a spot beneath an arc light and examined his waistline. Sih had been unloading a boat and there was no need of ostentation in the matter of his habiliments, but he was wearing a full length jacket with a graceful flare amidships. The C.P.C. ruined the flare by stripping its adorner of six sacks of sugar, each weighing about two pounds. They questioned Sih concerning the matter in the Mixed Court but Sih was more or less incoherent as to reasons so they gave him three days to think it over.

ACCORDING TO SCALE

A Chinese watchman caught Dzau Ah-ling in the act of hacking off a length of lead drain pipe from the facade of a house on Boone Road at 3 o'clock in the morning. Dzau admitted it later the same morning from the prisoner's docket.

"But," he tendered, "it was a very short piece of pipe."

Just long enough to earn the amputator one month's internment.

FIGHT AT ICHANG

(Reuter's Pacific Service)

Hankow, Sept. 3.—According to an American wireless dispatch received here fighting has started at Ichang and parties have been landed from the gunboats for the protection of foreigners. No particulars are available.

MEIGHEN TELLS CANADIANS TO CHOOSE POLICY

(Reuter's Service)

Ottawa, September 2.—The Premier, Mr. A. Meighen, in a speech at London, Ontario, announced that the House of Commons would be dissolved and an appeal made to the country before the New Year. He said it would be impossible to complete the census on which to base a redistribution of seats before December, and the tariff issue must immediately be settled. Therefore the election would be held on the old register. The issue would be the Government's policy of protection, as against the farmers' policy of free trade and the Liberal policy, which is to reduce the duties in nineteen classes of goods.

WHY SHOULD WE MAKE TREATY OBREGON ASKS

(Reuter's Service)

Mexico City, September 2.—President Obregon, in a message opening Congress, dealing with foreign affairs, declared that the signature of a treaty with the United States was neither possible, convenient nor necessary. He added that such a treaty would be contrary to Mexican constitutional precepts, because it would create special privileges for Americans.

Cotton Prices Soar When Govt. Report Issues

(Reuter's Service)

London, Sept. 2.—An unexpectedly great deterioration in the American cotton crop is shown in the reports of the Washington Bureau of Agriculture. The estimated yield is 7,037,000 bales, as compared with 8,203,000 bales estimated at the end of July, and 12,783,000 bales a year ago, but the crop shortage is largely discounted by the heavy carryover from last year, estimated at 9,000,000 bales.

New York, Sept. 1.—Cotton today was sensationally bullish, advancing 145-168 points on account of the Department of Agriculture's statement on the depressing condition of the crops in North and South Carolina, Georgia, Arkansas and Texas, owing to weevil trouble and unfavorable weather.

Chinese Government Railways
TIENTSIN-PUKOW LINE
Notification 313.

The public is hereby notified that the through services of our Express Trains Number 1 and 2 and Mail Trains Number 3 and 4 will be resumed from Sunday, September 4th.

Temporarily passengers will have to walk a distance of about one Chinese li at the north of the Mentaitsze station where repairs will be completed in a few days. Baggage must also be transshipped at this point.

Tientsin-Pukow Railway

Home Made Money Is Bane Of All But Exchange Shop

(Continued from Page 1)

and have nothing else except coppers and a ten dollar bill.

The person who receives his first month's salary in "Mex." is usually tempted to go out and buy the Garden Bridge as an ornament for his front lawn. Presented by the compradore with a roll of bills that would inconvenience the swallowing apparatus of an elephant, he wonders at first if there was an extra cipher in his salary that he failed to notice on the contract. A more extended perusal, however, convinces him that his recompense consists of quantity rather than quality. The notes, which are mostly in small denominations, include the dragon money of the old Manchu government, with "Republic of China" stamped on as an afterthought, and the negotiable stationery of a dozen banks, each one having a distinct personality.

Some of the specimens are large enough to fold up like dinner napkins, while practically all of them would do nicely as patterns for chest protectors. They display as many tints as the sample case in a dyeing establishment, and enough pictures of celebrities to furnish up two or three Halls of Fame. Their only point in common is the fact that they are all dirty.

NO TAELS FOR HIM

Usually the newcomer looks hopefully for some tael notes. There aren't any. Taels are form of notion indulged in by doctors, dentists, attorneys, and other members of the community not usually credited with much imagination. Somebody remarked once that taels are a popular medium of exchange because they are the only kind of money that the Chinese can't counterfeit.

Cumbersome as the monetary system seems at present, it is a decided improvement over the shoe-shaped pieces of silver known as "sycees," and the cash with holes through the center, which were once the legal tender of the realm. Silver coins came into general use in China with the advent of foreign commerce about a century ago. Mexican dollars were introduced because silver is the basis of the currency in Mexico, as in Chinese foreign trade, and a dependable coinage was necessary for the transaction of business.

GOLD IS BACKBONE

Those who have made a study of China's economics declare that gold is the real backbone of the country's wealth, silver being used in the interior chiefly in relation to foreign trade. The great reserves in Chinese banking-houses are said to be of gold, and considerable speculation goes on between the interior and the treaty ports in the exchange of gold and silver.

Shanghai being the foreign trade center of China, the Shanghai tael is now the unit in all calculations of foreign or domestic exchange. The tael is a weight, not a coin, and the size varies in the different sections of the country.

Perhaps one of the reasons why so few people save money in China is the general lack of respect for the local currency. Neither the heavy wads of bank notes or the cumbersome silver cart-wheels seem to deserve very much regard, and nobody is sufficiently fond of their society to desire keeping them as permanent boarders.

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No Propaganda Is Permitted In Russ Pact With Norway

(Reuter's Service)

Christiania, September 3.—A commercial agreement, signed today between Norway and Russia, follows the lines of the Russo-British agreement, stipulating abstention from propaganda. The agreement does not prejudice previous claims for compensation or restitution on either side.

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AKALI SIKHS IN CONSPIRACY TO OUST BRITISH

(Reuter's Service)

Lahore, September 2.—The police have unearthed a conspiracy among the Akali Sikhs to overthrow the British Government and assassinate a number of officials and others. Some of the accused have turned informers. The case will shortly be heard, and promises to be of a sensational nature.

Calicut, September 2.—It is understood that the Moplahs assembled at Tirurangadi, the main center of disturbance, have refused to negotiate with the authorities on the basis of the surrender of all arms.

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Last July we paid out nearly $40,000 as interest on current and savings accounts. Next January we will probably pay even more.
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BAVARIA ISSUES DEFI TO GOV'T WARNING BERLIN

(Reuter's Service)

Berlin, Sept. 2.—Bavaria has taken umbrage at the Imperial Government's precautionary decrees—as, for example, certain prohibitions relating to newspapers—contending that the Federal States should first have been consulted.

There was some plain speaking at a meeting of the Reichstag Vigilance Committee, which supervises affairs during the parliamentary recess. Herr Dittmann, an Independent Social-Democrat, described Munich as "the headquarters of the Monarchist plotters." To this a Bavarian delegate retorted by declaring that Bavaria was accustomed to be governed from Munich, and not from Berlin, whom he warned not to "draw the bow too tightly."

Dr. Wirth, the Chancellor, created a sensation by condemning the threatening tone of the Bavarian delegate's speech, and stating that the tension between the working population and the parties of the Right was enormous. Dr. Wirth left it to the assembly to discover where the responsibility lay.

Troops To Quell Miners Who Fire Upon The Police

(Reuter's Service)

Washington, September 2.—Four thousand troops have started for Mingo, in the West Virginia mining district, where it is reported that firing between the miners and police continues.

DEFER MARTIAL LAW

Washington, Sept. 2.—Orders have been issued to rush Federal troops from Government posts in New Jersey and Ohio immediately to West Virginia. The issue of a presidential proclamation, declaring martial law in the disturbed area, has been temporarily deferred.

Ask Mixed Court To Retrieve Scandalised Hamlet's Repute

The tribulations of a hamlet may be as complex and agitating as those of a metropolis. Down Yangtszepoo way there is a village which has been seething for weeks over a problem that would have shaken the seventeen or so domiciles comprising it to their foundations if they but boasted foundations. Now comes a worthy couple seeking the assistance of the International Mixed Court to solve the difficulty and rehabilitate the village in the eyes of the world.

Loh Yong-tshung and Loh Wong-sz are the pair who have taken it upon themselves to bring the matter up for a threshing out, and they lay complaint against Loh Tsau-sz, Tsang Nyang-foh, Loh Sung-zien and Loh Zee-sz in the following wise:

In the first place, the petition remarks, all involved are Chinese citizens residing within the bounds of the International Settlement. Next, the plaintiffs are village elders to Loh Tsau-sz, the first defendant, who is the widow of their nephew. The other two Lohs are the father and mother of Loh Tsau-sz. As for Tsang Nyang-foh, the petition depicts him as the arch-fly in the village ointment. It describes him as a well-known loafer and sets forth that since the death of the nephew, a year ago, he has been frequenting the village and paying the widow such marked attention as to scandalise the inhabitants, at the same time swaggering about and using profane language, to the further "disgrace and shame of the village and all inhabitants." Loh Sung-zien and Loh Zee-sz, it is claimed, instead of using their position to discourage these things, permitted them to go on unchecked and unhindered, thereby completing the destruction of the good name of the village.

Wherefore, the petitioners ask an injunction perpetually restraining Tsang Nyung-foh "from entering the village and from using profane language." Also an order restraining the widow's parents from aiding and abetting Tsang in his entrances to the village, and a precautionary order restraining the widow from entering the home of the plaintiffs to "annoy" them in reprisal for the present action.

FRANCS-STERLING RATE

(French Wireless through Reuter)

Paris, Sept. 2.—The Paris-London cross-rate was quoted today at £1 = francs 47.77½

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MUTT & JEFF — Some Autoing Experiences Are Better Left Unsaid — By Bud Fisher

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THE SAP MOTOR CAR COMPANY IS GIVING A PRIZE OF $250 FOR THE BEST STORY OF 300 WORDS ABOUT THEIR CAR. I'M TAKING MY STORY OVER TO THEM!
DO YOU MIND IF I READ IT?
CERTAINLY NOT! I'VE WRITTEN ABOUT JOE SPIVIS' EXPERIENCE WITH THE SAP SIX! HERE, GO TO IT!
"MY FRIEND JOE SPIVIS BOUGHT ONE OF YOUR NIFTY SAP CARS. HE TOOK A TRIP IN THE COUNTRY AND WHEN HE WAS THIRTY MILES FROM THE CITY THE CAR BUSTED DOWN!" — WHERE'S THE REST OF THE STORY?
THAT'S ALL THERE IS TO THE STORY!
BUT THIS IS NO 300 WORD STORY. YOU'VE WRITTEN ONLY 30 WORDS OR SO!
WELL, THE OTHER 270 WORDS ARE WHAT JOE SAID WHEN HE WAS WALKING BACK TO THE CITY, AND THEY AIN'T FIT FOR PUBLICATION!
SAP!

-:- News Brevities -:-

Tomorrow is Labor Day in America. In observation of the day the offices of the American Consulate-General will be closed to business.

* * *

Another application was made by the police yesterday in the Mixed Court for that tribunal to take up with the Chinese city authorities the matter of appearance of a pawnshop licensee required as a witness in a case involving the theft of 63 rolls of silk, valued at $4,500. The silk was stolen from 862G Woosung Road and though letters have been written to the officials of the Nantao court requesting the pawnbroker's appearance the man has not come to the Mixed Court. It is stated that the pawnbrokers' guild has been urging the Magistrate not to order the witness to appear. The court yesterday ordered that another letter be written to the Chinese authorities.

* * *

Charged with fraud by a Japanese complainant, one Y. Takahashi, a Chinese broker, in the witness box at the Mixed Court yesterday countered with charges that he had been himself defrauded by the complainant. He stated that he had contracted to supply a cargo of bristles, cash on delivery, and that he had been tendered as part payment a check for $150 which was dishonored. The complainant, he alleged, had misrepresented himself to be the agent of a well-known foreign firm, with offices in Kobe. He had since learned that the firm had no offices in Kobe and the complainant owed him $2,750. Mr. L. K. Kentwell, appearing for the defendant, asked that the case be dismissed and stated that his client would file suit in the Japanese court. The court reserved judgment and reduced bail from $1,000 to $500.

* * *

Two Japanese men and a woman were arrested in a lodging house in the Central district yesterday at the request of the Japanese authorities. The men, it is understood, will be brought into the Japanese Consular court on a charge of abduction.

* * *

Mrs. E. A. P. Wood, Mrs. N. W. Hickling, Mrs. S. A. Sleap and two children, Mr. N. L. Sparke and Mr. W. H. Barham were among the passengers who arrived on the Kaiping from Chinwangtao.

* * *

Mrs. C. Vanderbeck, Mr. H. Griffiths, Mr. S. H. Dodwell and Mr. O. G. Starrett were among the passengers who arrived from Foochow on the Hsinchi.

* * *

Mrs. N. A. Viloudaki arrived on the Kiangan from Hankow.

* * *

Mr. J. E. Bean, Mr. J. E. Jacobs and Mr. and Mrs. J. M. Groves left for Swatow on the Yingchow.

* * *

Mr. J. C. Dowling, Mr. C. Trenchard Davis and Mr. J. R. Hinton were among the passengers who left for Weihaiwei on the Fengtien.

* * *

Suit against the American Foreign Insurance Association filed by Miss Martha P. Council, who was formerly employed by the concern, will be heard in the United States Commissioner's Court tomorrow morning at 9 o'clock. Miss Council is sueing for passage money to the United States.

* * *

An unidentified Chinese who was struck by a westbound tramcar on Nanking Road near Honan Road corner yesterday morning, died yesterday afternoon at the Shantung Road Hospital. The body was removed to the mortuary and an inquest will be held tomorrow.

* * *

The name of the new trust company at 12 French Bund, mentioned in Friday's issue as the Chung Yih Trust Co., is the China Trading Trust Co., Ltd.

* * *

Defense Commissioner Ho Feng-lin of Sungkiang and Shanghai has sent a despatch to the Chinese Chamber of Commerce in the Settlement and in Nantao as well as the Chinese Bankers' Association saying that he has been informed by the Tuchun and Civil Governor of Fukien that the subsidiary coins of that province have been improved in the quality of the silver metal and that they should no longer be subject to any discount.

* * *

Mr. E. H. Everett, American Postmaster, announced yesterday that as Monday is Labor Day the American Post Office will be closed through the day.

* * *

The Shanghai office of the N.Y.K. received cable advice on Friday night reporting that the fire aboard the steamer Mishima Maru, now at Penang, had been extinguished. The vessel was to sail from Penang for London yesterday.

* * *

A memoir of Lt. Col. Edward Anthony Steele, D. S. O., compiled by his father Col. J. P. Stéel, has been published, consisting chiefly of his letters and diaries, with numerous illustrations. He died at Omsk while serving with the British Military Mission and was well known in Shanghai. The memoir is published by Simpkin, Marshall, Hamilton, Kent and Co., London.

* * *

Early last evening four men, one of whom was armed with a revolver entered a shop at 51 Szuza Road, held up the inmates and escaped with about $120 in notes and silver.

* * *

A circular signed by the Federation of Associated Bodies calls attention to the speculative character of the business conducted by local exchanges with the financial dangers lurking in the collapse of such enterprises and utters the warning that the Coal Exchange is formed by a number of dealers in Japanese coal and paves the way for pushing the sale of Japanese coal on a scale that will affect adversely the market of Chinese coal.

* * *

Han Chao-tsung, Chang Tsun-ming, Wang Feng-kang and Chu Hsiang-cheng are the names of four students at Kaifengfu, Honan, who hoped to go to the United States but were handicapped by financial difficulties. Mr. H. Y. Moh, the cotton magnate, has investigated the cases of the students and has sent them to the Philippine Islands to continue their studies. The students left on the Empress of Russia.

* * *

A number of organisations that are not included in the nine with headquarters at the General Chambere of Commerce have planned to form a union of their own in order to discuss the problems connected with the Washington Conferences.

* * *

When four armed robbers entered a pawnshop at 2713 Yangtszepoo Road Friday night one of the employes reached out and switched off the electric lights. The robbers fled. Half an hour later there was a robbery at 657 Yangtsze Road, committed supposedly by a lone member of the same gang. He fired a shot in the exchange shop visited to intimidate the inmates and escaped with a tin money box containing part of the day's receipts.

* * *

The Kiangse Road bridge will be closed to all traffic today between the hours of 5 a.m. and 5 p.m.

WAYPORT ROOMS, CATHOLIC HOSTEL, OPEN TO SAILORS

Wayport Rooms, the new sailors institute, opened last week and the sub-Committee of St. Joseph's Catholic Association which fostered the new hostel for men off the warships and merchantmen is to be congratulated on the excellent facilities provided for the men.

The institute is at 148K Boone Road where extensive alterations has made possible a reading and writing room, billiard room, and bar. Eighteen beds are available and sailors are given accommodation and food at minimum prices.

Harold C. Norman, who is the head of the committee in charge of the rooms and organised the movement within St. Joseph's Catholic Association for the establishment of the hostel, was the principal speaker at the formal opening of the rooms at which Father Baumert officiated in the absence of the Bishop Paris.

Father Baumert, Father Jaquinot of the Shanghai Catholic Circle and Father J. A. Croke, president of St. Joseph's Association, also delivered short addresses.

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Try the Remarkable New Hair-Root Nourisher. Notice Difference in a Few Days.

After combing your hair, do you find your comb full of dead and broken off hairs? How long do you suppose this can keep up before you become entirely bald? There is no excuse for this condition, now that the newly discovered hair nourisher, GERMOL, will positively end hair falling within a very short time. GERMOL gives remarkable vigor to the hair roots, where the source of the trouble lies. Every hair is held tightly in its root sac, and your hair stops falling. You can prove this in a short time. GERMOL also stops scalp itching and the condition which results in dandruff. It gives youthful vigor to hair-roots and brings back to the hair its lustrous original color. Your hair will be silky, full of life, luxurious. You need nothing else but GERMOL to give yourself a luxuriant growth of healthy hair. It produces results even in those of advanced years where the hair is grey and thin. Start using it today and solve your hair problem for all time to come. One bottle will prove it.

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64982. Learn to Smile—John McCormack.
18782. In my Tippy Canoe—Waltz—Hackel-Berge Orchestra.
,, Where The Lazy Mississippi Flows—Hackel-Berge Orch.
18779. Na-Jo—Fox Trot—Benson Orchestra.
,, San Oriental—Fox Trot—Benson Orchestra.
18787. You're the Sweetest Girl—Whiteman's Orchestra.
,, Vamping Rose—Fox Trot—Whiteman's Orchestra.
74696. A dream of Love—(Piano)—Olga Samaroff.
74695. Damnation of Faust—Toscanini and La Scala Orch.

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The finest display of brass and enamelled beds in the city.

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New designs in dinner ware. Novelties in China goods.

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Original colorings and patterns. Novelties in pairs.

NEW BLANKETS

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NEW DRESS GOODS

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NEW TRIMMINGS

The show place of Shanghai, unique and strikingly original.

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A special display on the Ground Floor.

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NANKING ROAD —— SZECHUEN ROAD

China At The Conference

(Continued from Page 1)

ago several months passed while incompetent and meddlesome subordinate officials dilly-dallied with plans and specifications which they did not understand; passports are no longer demanded on the Japanese-operated and Japanese-guarded railway which cuts the heart of a province in China; public auctions of properties are now conducted so that others than Japanese can bid and buy; cargo is being handled with more speed on the docks; redress for protesting foreign business men is now possible.

Yet with all the present efficiency and cordiality and absolute change of heart, Japan is not convincing the foreign business men who have braved the flood of Japanese enconomic occupation that the naughty boy should be trusted in a seat at the rear of the class room.

FOREIGNERS LOOK ASKANCE

The straw braid market has thus been moved from Tsingtao to Tientsin by foreign business men and every attempt of the Japanese to bring the center of the pongee market from Chefoo to Tsingtao has been bitterly fought and defeated. An American bank recently closed its Tsingtao branch. Monied concerns doing business in other cities in China regard Tsingtao as hopeless for anyone except the Japanese as they look at the new industrial center built by the Japanese, the literal hogging of the wharves district, the taking over of Tsingtao's most important commercial center covering territory that extends approximately from the Astor House in Shanghai to Woosung.

The foreign business man listens to the Japanese proclamation that the "door is open," he looks, and then he decides not to locate.

At times it seems hard to understand the unpopularity of the Japanese among Chinese and foreigners in Tsingtao. But the awakening comes quickly when the Tsingtao business man, professional man or missionary recalls to the correspondent's mind the machinations of the hidden hand of Tokio's Military Party and recounts the Pan-Asiatic dreams of Japan's jingoists and chauvinists which have been realised so effectively in Siberia, Korea and Northwest China.

POWERS ARE CONCERNED

And not only China wonders why Japan plans a powerful wireless station at Tsingtao to displace the German set which was dismantled for publicity purposes as was the German naval base scrapped while the floating drydock, all that was left, was dragged away to Japan by a Japanese cruiser.

China and the powers looking on wonder, too, why Japan with wireless stations at Tsinanfu, Hankow and Peking, insisted on the control of the latent resources of Mongolia and Manchuria, effected the Military Agreement in March of 1918, concluded some 35 secret pacts with various provinces and Peking which involved loans totalling nearly Yen 250,000,000 with China's natural wealth as security, and now why Japan plans that fifty percent of the Shantung Railway shall be owned and therefore operated by the Imperial Government of Japan.

Neither Chinese nor foreigners reconcile the affability and cordiality of competent officials in Tsingtao with the Twenty-One Demands and the insistence of Tokio that a Chinese Railway Guard for the Shantung Railway shall be officered and trained by Japanese.

SHANTUNG AT WASHINGTON

Tokio has officially announced that Shantung is not to be discussed at the Pacific Disarmament Conference which opens at Washington on November 11. Tokio's Minister to Peking has declared that he is "far from considering the Shantung issue a pertinent one for the Conference." The Civil and Military Governors of Tsingtao and the Leased Territory told me that if Shantung is to be discussed, China must bring it before the representatives of the powers gathered in Washington to discuss disarmament and the Far Eastern problem.

But Japan is prepared to discuss the issue. Dr. Akiyama and General Yui, the governors of Tsingtao, have only recently returned from Tokio and they both said: "If China brings the question up at Washington, Japan's delegates will be prepared to answer all arguments, they will have all the facts."

The United States of America does not recognise Japan's rights in Shantung and the American flag does not fly over the offices occupied by the American Consul on detail at Tsingtao. Americans can be said to be without the protection of their own country in Tsingtao and since it is against the dictates of our State Department to call on the Japanese for assistance, Americans are practically without recourse.

Thus there are two countries which want the Shantung issue settled. It has been a sore spot in America since the Senate reservation. It is sorer for China as it cuts into the heart of China's tradition. Shantung was the birthplace of Confucius. It is sacred soil.

China will receive sympathy in America, for the American people and foreigners in the Far East, too, believe that China was wronged at Versailles by a group of diplomats who allowed a powerful and aggressive neighbor to place herself in such a position that her nationals have secured practically every strategic commercial advantage in a port on China's coast and have gained control over the shipments of goods through nearly 400 kilometers of Chinese territory.

The press of Japan insists that the issue is not that of Shantung but only of Tsingtao. Japan's press forgets for the moment the coal mines at Poshan and near Weihsien, the peanuts, fruits, wheat, beans and beef for which the province of Shantung is noted and which are now only for Japan's Government or for Japan's nationals.

Japan's press forgets, too, that by virtue of the Versailles Treaty —and to this America has not acceded—Japan has assumed the German priority of rights for the construction of any railroad built from Chefoo to Weihsien via Tengchowfu or from Kaomi to Ichowfu. Any other railway constructed in Shantung Province must be built solely by Chinese capital.

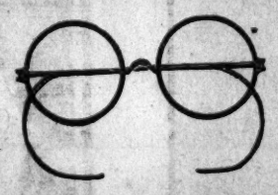
Economically and as a military or naval base for operations, Shantung is important, not only to China, but to Japan and the Western Powers who have pledged their sincere co-operation in a disarmament campaign.

The Shantung Issue is China's pertinent question for the Conference which opens at Washington on the third anniversary of the Armistice.

B. W. FLEISHER HERE

Mr. B. W. Fleisher, publisher of the Japan Advertiser and Far East representative for the Philadelphia Public Ledger Syndicate, is a visitor in Shanghai and expects to leave for the North Tuesday morning. Mr. Fleisher is on a business trip in the interests of his publications.

A NEW STAR WILL BE SEEN IN SHANGHAI
Read The CHINA PRESS
Next Sunday.



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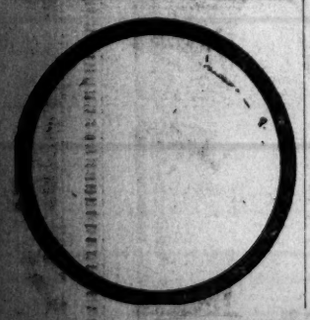

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Correspondents Get Queer Slant From Latin Pseudonyms

(Continued from Page 1)

rescued from the oblivion of the centuries. Addison employed many in the Spectator which would pass today as newly found gems. How about Dona Ferentes as a name for the wicked Greek who would bring the public a wooden horse in the form of a project for widening the Bund?

Or Verbum Sapienti to carry delicate hints regarding the public band, Mala Praxis for epistles attacking a certain bank, and Currente Calamo for Clutching Hand's future indictments?

RES NON APPARET

Many letters could be justly signed Multum in Parvum. Old Resident could sign his fatherly admonitions In Loco Parentis, or Lapsus Memoriae. Veritas may have mistaken his Latin forebear; it might have been Pons Asinorum. Amicus Curiae should have a spokesman, and so should Jus Relictae. Ignoramus, holding the stage on bank failures, could be suspected of employing the Socratic method did not the tone of his letters indicate his dwelling place as Limbus Fatuorum.

Who are all these patricians with the Ciceronian handicap? They are interesting people, but to identify them is beyond the reader's Latin. Certum est, quia impossible est. It is curious one never sees auch apt pseudonyms as Mea Culpa, Non Campos Mentis, Arcu Senilis, Odium Theologium, or even Q.E.D.

Many correspondents baffle the reader by stating at the outset they seek information In Statu Pupillari, and proceed to cry Eureka!, for they are really Abnormis Sapiens. It is confusing, and one who lives In Partibus Infidelium is forced to shout: "Credat Judaeus Apella," or tell that to the Marines.

Russian Dancer Feature At Astor

With new steps, new costumes and new dances Youry Yourlo, the Russian dancer again pleased a large crowd at the Astor House Summer Garden last night. This young man has been retained by the management for a second week's engagement and judging by the way he was received last night he will continue to please the merry crowd that gathers nightly in the Summer Garden.

Musical Director Earl Currens and his incomparable orchestra still continues to please the dancers. This week they are featuring some brand new dance numbers which they have just received from the States.

St. Paul's Choir Holds Annual Concert

An audience of 800 turned out last night at the Lyceum Theater to witness the program at the 5th annual concert of St. Paul's Choir given for the benefit of St. Paul's School. It was conducted under the auspices of St. Paul's Church. About $1,200 were realised.

The program follows:

PROGRAM

PART I.

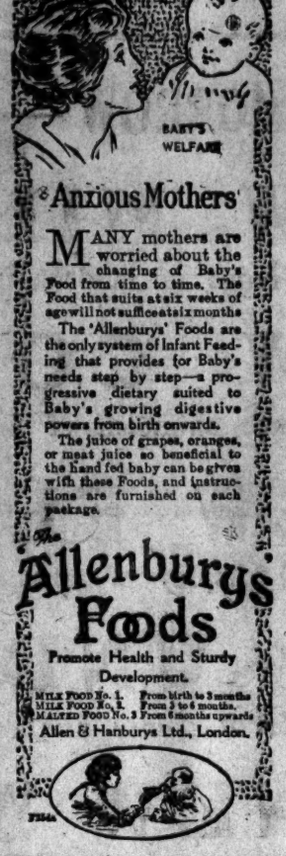
1. Orchestra—(A) College Medley A. E. Weir
   (B) Till We Meet Again Erle Threlkeld
   Cantonese Baptist Church Orchestra conducted by Prof. C. Legaspi
2. Duet—(A) When Life is Brightest .....Ciro Pinsuti
   (B) The Boatman's Song Franz Abt.
   Mrs. T. Y. Chang and Dr. F. S. K. Tong.
3. Piano Solo—Rustle of Spring Christian Sending
   Miss Loo Me Howe
4. Chorus—(A) Hail! Smiling Morn.
   (B) In This Hour of Softened Splendor .... Ciro Pinsuti
   St. Paul's Choir, conducted by Dr. F. S. K. Tong.
5. Dance—(A) Russian Court Dance.
   (B)—Butterfly Dance.
   Misses A. T. Hsu, C. Y. Liu, Y. C. Fan, Y. I. Tsu.
6. Vocal Solo—Mrs. S. M. Woo.
7. Double Quartette—(A) Who is Sylvia? ....Franz Schubert
   (B) Santa Lucia Italian Folk Song.
   Miss Eling Tong, Miss Faith Chang, Mrs. T. Y. Chang, Mrs. C. S. Wang, Dr. F. S. K. Tong, Dr. C. S. Ling, Mr. T. L. Woo, and Mr. V. D. T. Tsu.

PART II.

8. Comic Song—"Such is the Life of the Workmen."
   Messrs. T. T. Zee, T. Chen, Y. L. Sue, P. Lee, S. K. Tong, T. Y. Woo, F. L. Jong, C. C. Soo, etc., etc.—Directed by C. H. Tyau.
9. Instrumental Quartette:
   Violin—Stevenson Wong
   Bass—S. Y. Young
   Violin—Silas Fung
   Saxophone—Timothy Fung
10. Vocal Solo—Mr. Y. C. James Yen.
11. Piano Solo—Mrs. T. L. Chen.
12. Double Quartette—Pilgrim's Chorus ..... Wagner
    Miss Eling Tong, Miss Faith Chang, Mrs. T. Y. Chang, Mrs. C. S. Wang, Dr. F. S. K. Tong, Dr. C. S. Ling, Mr. T. L. Woo, and Mr. V. D. T. Tsu.
13. Orchestra—Les Rives de Sovone ..... Fantasia
    Tung Tse Orchestra, conducted by Prof. H. E. Kremla.
14. Choir—(A) The Last Rose of Summer .... W. S. Roddie
    (B) Sleep, Gentle Lady Sir H. R. Bishop

Mr. N. T. Yang, Secretary to the Commissioner of Foreign Affairs, delivered the opening address.

St. Paul's Choir was founded in 1918. The object of the promoters was to bring the educational facilities of a Christian School within the reach of poor boys. Lack of endowments has made it necessary to raise money to cover the annual deficits, hence the annual concerts. The school has a number of influential patrons including Mr. C. F. Hsu, Commissioner of Foreign Affairs, and Messrs. Jardine, Matheson and Co.



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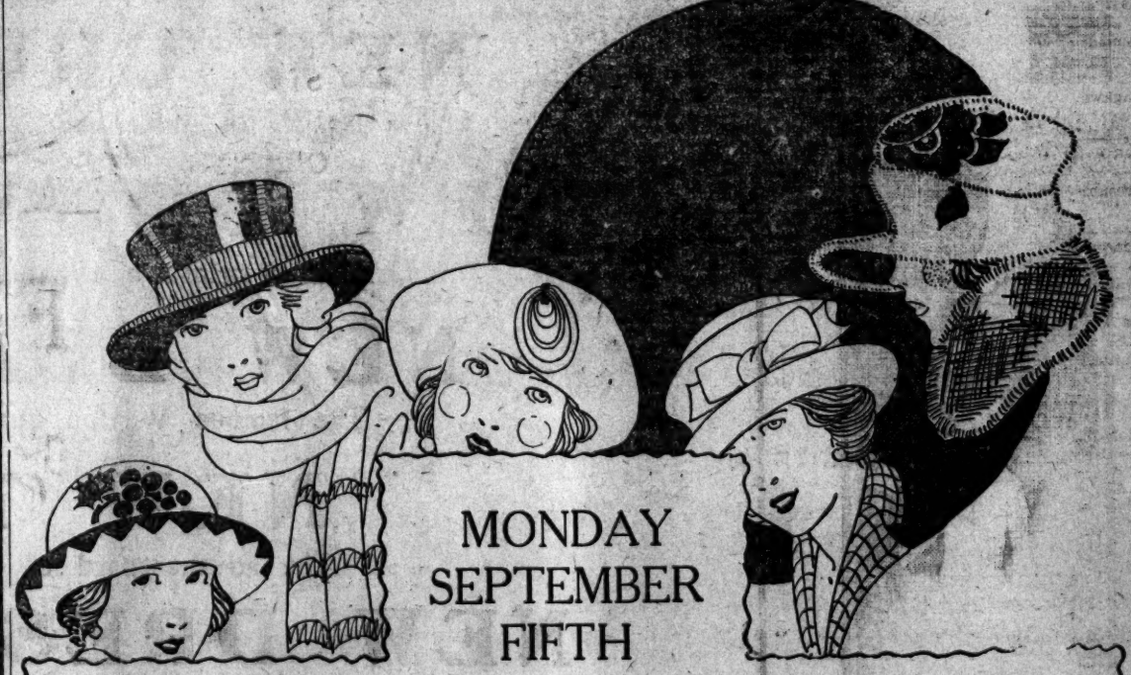

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Chinese News Notes

A message from Washington to the Shang Pao, cabled on September 1, states that with regard to the Shantung question both Great Britain and the United States will support China but Japan is still working hard to get this issue excluded from the agenda of the Washington Conferences.

The banking associations in 9 different places have expressed the view, in answer to a circular of inquiry issued by the Peking Bankers' Association, that on account of the importance of the Washington Conference the bankers desire to hold a national conference of bankers in Tientsin to discuss certain problems connected with the Pacific and Disarmament Conferences.

At a Peking cabinet conference Pan Fu, Minister of Finance, proposed that the Banking Associations be asked to render financial assistance to the Chinese Government with the Wine and Tobacco receipts as security in order to pay off a part of the foreign loans. It is estimated that, not including the Boxers' Indemnity claims, the debts owing to European countries and the United States come to $300,000,000 while the total of debts owing to Japan has reached the approximate total of $80,000,000.

According to the Chinese press, Chen Lu, Chinese Minister to Paris, has advised that the French Government intends to appropriate 10,000,000 francs from the Boxer Indemnity Funds and invest same as French official shares in the Banque Industrielle de Chine to enable it to resume business. The proposal will, says the cablegram, be carried out after it has been sanctioned by the French parliament.

The International Commercial Conference of Women to be held in April, 1922, has sent an official invitation to the Chinese Government asking that Chinese representatives be appointed to attend the conference.

According to the Chinese press, the China Navigation Company here has sent a telegram to the Ministry of Communications to the effect that foreign claims in connection with the sinking of the steamer Kiangkwan have been satisfactorily settled.

The Shih Pao says that the railway service between Wuchang and Yochow was resumed on September 1.

The situation in Shensi, according to the Chinese press, shows signs of alarming developments. General Feng Yu-hsiang has recruited 2,000 new soldiers and has called upon the Peking Government for a remittance of $800,000 to pay his troops.

Last Thursday the Society for the Investigation of Problems connected with the Pacific Conference invited the newspaper men of Peking to a meeting at which Yeh Kung-cho, chairman of the society, presided. Mr. Yeh says the society seeks to do work in the nature of popular diplomacy by giving the Government the results of the investigations of the society, which aims to interpret the will of the people in regard to the Washington Conference.

A secretary of the Ministry of Foreign Affairs says that one of the reasons why the members of the Chinese delegation to the Washington Conference have not yet been definitely appointed is that the Southern leaders are not willing to act in unison with the Central Government in the matter.

A telegram from Dr. Wellington Koo, now head of the Council of the League of Nations, says that China's share of the expenses comes to G.$200,000.

The Waichiaopu denies the report that Hu Wei-teh, Minister to Tokio, will resign from that post.

According to the Chinese press, the question of the increase of customs duty was discussed at a recent conference of the Diplomatic Corps at Peking and the Japanese Minister was opposed to such increase.

The Peking Bankers' Association has sent out a circular asking for the opinion of the associations in the leading trade centers with regard to the question of the participation of Chinese bankers in the International Banking Consortium, in view of the report that China will be officially asked to join the Consortium.

Chang Tso-lin, the Mukden chieftain, is trying to raise $2,000,000 to establish an arsenal in Fengtien so that the three Eastern Provinces will be able to provide all the munitions required.

On account of the interruption of the cable service between Shanghai and Chefoo, there is a heavy congestion of telegrams on the land wires and many commercial telegrams are being delayed on account of the large number of official and military messages that are being despatched.

A telegram has been received from Mr. Frederick Stevens, says the Shih Shih Hsin Pao, to the effect that he will arrive in China September 10.

SIGNS OF THE TIMES

The Eastern Times, in referring to the total number of cases tried in the Mixed Court of the International Settlement for Aug., namely 5,478, an increase of about 1,000 over the total for the preceding month, says: "Here is a sign of demoralisation in Shanghai!"

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Root Declines To Sit In The Int'l. Court Of Justice

(Reuter's Service)

New York, Sept. 2.—Owing to his advanced age, Mr. Elihu Root has declined nomination for membership of the Permanent International Court of Justice initiated by the League of Nations.

Mr. Root's decision was conveyed in a letter to Signor Tittoni, who thereupon suggested Mr. John Bassett Moore, a prominent American jurist, and formerly Assistant Secretary of State.

Wood Quits Army To Be Governor Of Philippines

(Reuter's Service)

Washington, Sept. 2.—General Leonard Wood has retired from the United States Army on his acceptance of the Governor-Generalship of the Philippine Islands.

Anglo-Afghan Pact Negotiations Off

(Reuter's Service)

London, September 3.—The Daily Telegraph understands that the Anglo-Afghanistan negotiations for a treaty of friendship have been broken off.

France Waits Only On Soviet Request To Aid Sufferers

(Rosta News Agency)

Moscow, August 16.—The French Government has decided to participate in alleviating the famine in Soviet Russia provided the Soviet Government will officially ask it for help. The French Government has no objection if other countries, like America and England, enter into an agreement with Russia regarding help for the famine sufferers.

The Chairman of the Moscow Soviet, Mr. Kameneff, states that the Central Committee in charge of donations is receiving warm response from various parts of Russia unaffected by the famine. The committee is charged with the duty of distributing the collected food independently of any other organisation.

Mr. Kameneff says that the Russian refugees abroad and foreign bourgeoisie, seeing that the committee is non-Partisan and having failed in their plans of an "armed restoration," are hoping to obtain political gains out of Russia's calamity through the committee.

"The Russian National Famine Relief Committee in Paris," says Mr. Kameneff, "has also begun its activities. The committee declares that before a loan is given to the Soviet Government, demands should be made for the disbandment of the Red army, disbandment of the Red army.

CORDILLERE TO GO TO DRY DOCK TO MAKE REPAIRS

French Mail Liner Now In Whangpoo; Glaucus Slightly Damaged

The Messageries Maritimes steamer Cordillere which was stranded on the Tungsha Spit August 22, and refloated Friday, was towed to Shahghai yesterday morning by the tender St. Dominic. The Cordillere is at the Messageries buoy opposite Yangtszepoo, and will be sent to dry dock sometime during the week.

A survey of the damage has been impossible so far. The entire crew was put aboard yesterday. They will live on the ship while she is in dry dock, which will probably be for two months.

The Blue Funnel liner Glaucus, which ran aground on the Tungsha Spit an hour after the Cordillere, came to Holt's wharf Friday, and will be put into drydock tomorrow. The damage to the Glaucus is considered very slight.

The work of towing the two steamers off the bar was done by the Shanghai Tug and Lighter Co.

PRINCE IS BACK

(Reuter's Pacific Service)

Tokio, Sept. 3.—The Crown Prince Hirohito has returned, and received a joyous welcome.

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Vladivostok Crabs
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Eye Witness Describes Harrowing Conditions In Anhwei Flooded Districts

Area Larger Than State Of Connecticut Under Water With Refugees By Thousands Fleeing Along Railway Embankment

Anhwei province, north of Nanking is devastated under flood waters and while thousands are known to have lost their lives it is estimated that property loss will run to not less than $80,000,000. It was announced yesterday that train service will be restored today through the flooded area by trans-shipment of passengers and mails from one train to another and it is hoped by next Tuesday all breaks in the line will be repaired and direct service from Tientsin to Nanking reestablished.

Concerning this flood in Anhwei let it be said that an area of arable land somewhat larger than the state of Connecticut was covered by rising waters, and besides those who lost their lives many more thousands with all their possessions swept away are now fleeing southward and northward as refugees.

Two hundred miles south of the flood country Shanghai has been concerned about the flood principally because due to it the railway connection between Shanghai and Tientsin and Peking have been cut. As usual no word of the disaster came from the inarticulate hordes of sufferers. The first eye-witness account was brought to Shanghai by a missionary, Wesley H. Smith of the Southern Methodist Mission at Changshu, Kiangsu province, who was probably the first foreigner to make his way across the hundred miles of flooded area.

POPULOUS COUNTRY

The district of the flood lies about sixty miles north of Nanking, a low fertile country thickly populated with numerous villages and several walled cities of thousands of inhabitants. The district is drained by a network of streams of which the largest is the Kwei Ho whose waters before the flood were held by dykes on both banks. The streams empty in Hungtze Lake on the West, a broad stretch of shallow water on the Kiangsu-Anhwei border.

Hungtze Lake has no outlet and by reason of this in seasons of high water lesser floods have occurred periodically in the low country and at times in the past conditions approaching those of the recent inundation have been brought about. In 1909 the whole country was swept by flood waters and thousands lost their lives and again in 1916 the same thing happened.

It was after the flood in 1916 that the American Red Cross in China sought to bring about measures of relief that would prevent future disasters. Extensive surveys were completed and a feasible plan of providing an outlet for Hungtze Lake was devised. Money was appropriated to carry out the project and then Chinese officials of the province announced that the work might not proceed unless the funds for it were turned over to them and they demanded also that the direction of the work be placed in their hands. The American Red Cross in China, wise in its dealings of years with Chinese officialdom, refused to comply with the conditions laid down and the project therefore was abandoned.

THE RAIL LINE

The whole area of lowland is bisected by the Tientsin-Pukow Railway line, which is the rail link between Tientsin and Nanking of the railway line from Shanghai to Peking.

The railway is built on a broad filled embankment high above the highest recorded water mark and by reason of this the railway embankment runs directly through the flood area, though it was almost washed away in places and for stretches the rails, held together only by the sleepers to which they were attached, hung and sagged unsupported.

The work of reconstruction began actively last week when the embankment was so heavily populated with families of refugees with the possessions they had saved that a number of casualties were caused by construction trains that overtook victims on the track and cases in which livestock saved from the flood were killed became common-place. Along the route of the railway on both sides mounds of higher land that had not been submerged were to be seen and even on the smallest of these, some not larger than an ordinary room, groups of refugees with their livestock and possessions were gathered awaiting aid.

SMITH'S JOURNEY

The flood waters began to rise after the typhoon of August 19 and 20 and by August 27 a rise of 28 feet had been recorded. At the time that Mr. Smith passed through the district last week the high water had shown no sign of receding and it is thought that weeks will pass before any considerable portion of it will seep away.

Mr. Smith passed through the flooded district on his way back to Changshu after spending a vacation in Peitaho. He left Tientsin last Tuesday and was able to proceed as far as Hsuchowfu by regular train. There he was able to get a local train that carried him as far as Kuchen and at Kuchen he proceeded some distance on a construction train.

Over one link of the journey of about five miles he was obliged to walk on the partly demolished embankment. This was just before he arrived at Pengpu where he was enabled to board another construction train that brought him as far as Linhwaikwan. He was able to proceed thence by train on to Nanking.

Yesterday afternoon at the Ningpo Association Club a meeting attended by 900 people was convened for the organisation of a relief committee to raise funds for helping the flood-stricken people at Ningpo.

SEMENOFF FEELS THE HIGH COST OF SOLDIERING

(Reuter's Pacific Service)

Vladivostok, Sept. 3.—Owing to the acute financial crisis, Ataman Semenoff has decided to evacuate this region, handing over the remainder of his forces to the Vladivostok Government.

Refugees from Soviet Russia confirm the reports of increased anti-Bolshevik risings in the Upper Uralsk region. A Mussulman insurgent army is stated to have gained several victories over punitive Soviet troops.

In the Tiumen district an anti-Bolshevik front has been formed where the insurgents are alleged to total 40,000. In the district of Ishim, Petropavlovsk and Omsk are flooded with insurgent detachments.

FRANCE IS READY TO COVER WORLD WITH AIRPLANES

(Reuter's Service)

Paris, September 1.—Thanks to the co-operation of the Military Air Service and private builders, French aviation is enjoying the highest degree of efficiency. Forty thousand aeroplanes could be mustered immediately in a case of emergency. The opening of several long-distance air lines is to be one of the chief objects of the forthcoming Paris Aviation Congress, notably a line connecting London, Paris, Cairo, Bombay and Sydney.

FOREIGNERS IN WRECK ON WAY FROM VACATION

(Reuter's Pacific Service)

Hankow, September 2.—A collision has occurred at Siaokan between a passenger and a goods train. The passengers included a dozen Europeans returning from Chikungshan, who sustained some minor injuries. The locomotives were badly damaged.

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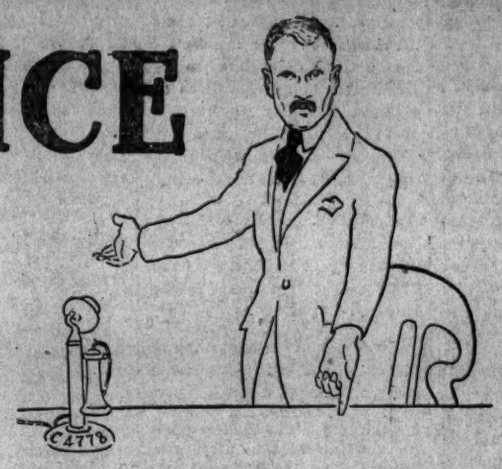

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Christian General Feng Given Great Opportunity

(*China Press Correspondence*)

Peking, August 28.—General Feng Yu-hsiang, China's Christian general made acting Tuchun of Shensi following the tragic death of General Yen Hsiang-wen is going into office with the full support of the Central Government and strongly backed by the younger political element of the Republic. Like Wu Pei-fu, Feng today is considered to have his great opportunity.

Appointment of General Feng was considered the logical procedure and it is said there was no opposition when his name was proposed to the Government following the telegraphic news of Yen's death by suicide. The Government yesterday named him as acting Tuchun, a Presidential mandate followed at once and a telegram was sent to the Christian general asking him to take up the post immediately.

While varying reports of Yen's death have been sent to Peking it is officially stated that he ended his own life because he failed to obtain funds with which to suppress mutinies and quiet his province. Some unofficial telegrams hinted that his death was regarded with suspicion but dispatches received in official circles said that he took his life with opium, the drug that has been Shensi's bane for so long. His death took place August 23, according to the dispatches. He was found unconscious in the Yamen and though foreign and Chinese physicians attended him, he could not be revived.

BLOW TO CHANG

Yen's death and the resulting elevation of General Feng is considered a political blow to General Chang Tso-lin, for the two have followed programs that differed in a marked way. Feng's promotion, looked upon as a reward for faithful military service and as a distinct recognition of the wishes of the younger and more progressive element in China. It is the second blow for Chang within the month for despite Chang's messages of congratulation to General Wu Pei-fu it is generally believed that he considered Wu's promotion as a direct attempt to curb Fengtien's power in national politics.

Observers will not watch for indications of co-operation between Feng and Wu; while they never have been closely associated they have expressed similar ideas regarding the country's needs and means of getting them.

General Feng, as China's Christian general, has held a unique position for many years. Though not a man of great military power heretofore, his influence has been widespread. He has had the confidence of the foreign element as well as that of the progressive Chinese element. His soldiers have been well fed and equipped. Study classes, gymnasiums, clubs and clean barracks have been provided for them and they are considered loyal to Feng and to China.

SHENSI SOON QUIET

In official circles today there was a feeling that Shensi, the storm center of politics for so long, would soon be quieted, that the opium growing would be suppressed and the province take its place among the most prosperous of the Republic. Shensi was not united on Yen Hsiang-wen nor on Chen Shu-fan who was driven out but a few weeks before. Officials today were confident that all classes would welcome the appointment of Feng and support him in his work of raising Shensi to the first rank of provinces.

General Feng however has not at present a clear road. As in the case of Wu Pei-fu, General Tsao Kun stands between. If Feng asserts his independence, trouble may follow for charges were being freely made today that Yen ended his life because he failed to obtain the needed funds and that these funds were withheld by Tsao Kun.

According to reports reaching Peking, Tsao Kun failed to turn over the money sent to Yen through him and as a result Yen's rule was a complete failure. Whether Feng will permit his orders from the Central Government and his remittances to come through is one of the puzzles in political circles.

SACRIFICE FOR SCIENCE

San Francisco, July 30.—Risking his life for science Dr. Albert Schneider, connected with the University of California Summer school, took a dose of the East Indian drug, "hasheesh," each day for three days to observe its influence. He reported complete consciousness of self and a strong fear of death during the three days.

THERE'S NO PLACE LIKE THIS HOME

Happy Inmates Of French Jail Punish Newcomer Who Tries To Break Out

Paris, July 16.—There is only one prison of the sort in France, but it is famous. It is in the jail at Nogent-le-Rotrou. Until recently a score of prisoners there lived a happy, carefree existence under the benevolent, almost paternal and always discreet supervision of two warders.

The building was not designed for a prison. It was an ancient turreted chateau restored with all the modern comforts and with no unpleasantly remindful token on the barred windows.

A beautiful mutual confidence reigned between the prisoners and the warders. They ate together, often took turns at cooking, had regular days off when the inmates were free to roam in the park or fish in the streams on the prison grounds, the jailor being sure his boarders would always come home to bed and a game of cards.

One day this model prison family was disturbed by the arrival of a real bad man, who immediately wanted to take a mean advantage of the conditions to escape. But his proposals were coldly received by his fellow prisoners.

"What's the matter with this place?" they asked. "We are all right here and don't intend to stir."

"Very well, I shall go alone," growled Royer, for that was his name. That day only one boarder was at home and he was peeling potatoes in the kitchen. Royer had only to open the door and go out, but, his habits guiding him, he seized a knife and began to stab a surprised warder in the back. This not being quick enough, he reached down for a hatchet and was about to deal his victim a death blow when one of the prisoners rushed to the spot in time to arrest the already swinging axe. Others seized Royer, while two went into town to fetch a doctor and policemen. When they returned they found that all the prisoners present, having done their best to attend the wounded warder, had appointed one of their number temporary jailer—although, as they observed, none wanted to leave such a good home.

Asia Life Insurance Co. Writes $300,000 First Day

The Asia Life Insurance Company started operations under most favorable circumstances on September 1, having written insurance to the amount of over $300,000 on the opening day. The new firm has been the recipient of many congratulations and assurances of support during the past few days.

Aside from the confidence naturally created by the participation in the company of such well known financial groups as those represented by Mr. F. J. Raven and Mr. C. L. Seitz, much interest is expressed over the capable personnel which is managing the company.

Mr. C. V. Starr, the president of the company, is an insurance man of long experience and for the past two years has been general manager of the American-Asiatic Underwriters, one of the largest insurance general agencies in China, with its head office in Shanghai and branch offices in Hankow, Harbin and Tientsin. Mr. Starr is the originator of the plan for the Asia Life Insurance Company and it is due to his efforts that Mr. W. R. Rice, vice-president and general manager of the new company, became sufficiently interested to give up his connections in New York and join in founding the Asia Life in China.

HAS WIDE EXPERIENCE

Mr. Rice's life insurance experience covers a wide field, both in the actuarial and agency departments of the Prudential Life Insurance Company of America and the Western States Life Insurance Company of San Francisco. To his broad grasp of life insurance problems and his ceaseless energies since arriving in China may be attributed the speed with which the company has got into operation and the rapid development of its agency force. In this latter work he has been rendered valuable assistance by the already complete agency organisation of the American-Asiatic Underwriters and by the work of Mr. S. T. Richards who has for many years been prominent among Chinese life insurance agents.

The operations of the company in Manchuria will be assisted through the advice and activity of Mr B. C. Sienkevitch, for many years manager of the Far Eastern Department of the Rossia Insurance Company with headquarters at Vladivostok. Mr. Sienkevitch is on the board of directors of the new company. In his work Mr. Sienkevitch will be assisted by Mr. G. A. Moszkovski, who handles this Northern territory for the American-Asiatic Underwriters at present, and who is acting secretary of the Life Insurance Company.

The selection of risks is in the hands of Dr. F. B. Baldwin who brings to his work a long and very valuable experience in the medical department of the Equitable Life Insurance Company of New York. As Medical Director Dr. Baldwin has complete charge of the medical organisation of the new company.

EXPECT RAPID GROWTH

The company will be still further strengthened in December when Mr. A. K. Taylor arrives from New York to take up his work as secretary. Mr. Taylor is a thoroughly experienced insurance man and will specialise on the agency development of the company.

The management of the new company express themselves as confident that by following the methods which have made American life insurance a greater financial power than has been achieved by life insurance any where else in the world, an organisation may be built up here which will become a substantial influence in Far Eastern finance. In this connection it is interesting to note that the latest tabulations of life insurance company resources in America show that the combined assets of 24 of the largest legal reserve life insurance companies total seven and a half billion dollars, which sum exceeds the total assets of all the savings banks in America.

Cowboy Ropes And Ties A Calf In 17 Seconds

Detroit, Mich., July 30.—Fred Beeson, Arkansas City, Kan., broke a world's record at the western roundup by roping and tying a calf in seventeen seconds.

Beeson set the previous time of 18 2-5 seconds at Calgary in 1918. The Kansas rustler also holds the goat-roping record, having a time of nine seconds.

How to Tell if you have Kidney Trouble

Does it make you think—when you wake up with a headache and a nasty taste in your mouth?

When you start the day as tired as when you finish?

When you get those stabbing pains in the back?

When your arms and legs ache?

When you feel irritable and depressed?

All these mean kidney troubles, and kidney troubles demand a kidney remedy; not one which affects the bowels, but one that goes straight to the kidneys and bladder.

For all these painful symptoms—and for the most stubborn cases of rheumatism, gout, sciatica, lumbago, gravel, bladder inflammation, and Bright's Disease—there is one sure and safe remedy—De Witt's Kidney and Bladder Pills. Read what others say about them. Mr. Albert Carpenter, of 17, Lambeth-walk, Westminster, S.W., says:—

"My kidneys and bladder were weak from childhood, and time after time I was ill, and often in hospital with rheumatism. In March, 1912, I was in a very critical condition with rheumatic fever, when a small box of De Witt's Kidney and Bladder Pills was given to my mother. I started taking them, and in two days I could move about again. I continued the treatment, and after six weeks I returned to work, and have continued ever since. I can lift and handle half a hundredweight of metal with ease, and without any traces of my old pains." This letter was written in 1912. Seven years later Mr. Carpenter wrote confirming his previous testimonial. He says: "I have recommended De Witt's Kidney and Bladder Pills to many people—some of them very bad cases—and I have never known them fail."

If the kidneys are weak or diseased, the waste substances of the body which they should filter from the blood are retained in the system, causing auto-intoxication, or self-poisoning. These poisons, in the form of tiny jagged crystals of uric acid, accumulate in all parts of the body, causing those agonising, tearing, stabbing pains in the back and limbs.

You can only free the body of this poison by promoting the healthy vigorous action of the kidneys and bladder. This must be done by means of a remedy which will purge them as other remedies purge the bowels, so that they will be able to continue properly their work of passing off the uric acid from the system.

Mr. A. CARPENTER, (from Photo.)

De Witt's Kidney and Bladder Pills cure all complaints of the kidneys and bladder by removing the cause—the poisonous uric acid—right out of the blood through the bladder. When you see a blue tinge in the urine you know that the healing properties are doing their work, and you may expect immediate relief from pain.

Remember, if you neglect symptoms of kidney trouble you are running a serious risk. Do you know that Bright's Disease causes thousands of deaths every year?

De Witt's Kidney and Bladder Pills go straight to the kidneys and bladder, instead of merely regulating the bowels as most so-called "Kidney pills" do. This is the secret of their marvellous efficacy.

In a recent test out of a hundred bad cases of kidney and bladder trouble, ninety-seven of them were positively cured by De Witt's Kidney and Bladder Pills. Of the other three, two got so much benefit as to be almost sure of a cure, and in the remaining case the disease had gone too far.

Perfectly safe, they are an ideal remedy for old and young alike. "A wonderful little pill—worth its weight in gold!" writes a grateful patient.

If your kidneys are healthy, you make a fair bid for general good health and spirits. Many people's lives are made a burden by those tiring, weakening, backache pains, those rheumatic twinges in the limbs, those burning bladder pains, and discomfort, and the irritability and depression that is always a sure sign of kidney and bladder weakness. These symptoms are the forerunners of rheumatism, gout, lumbago, and bladder inflammation, that make life an incessant torture, or the terrible Bright's Disease that causes so many deaths every year. A proper kidney remedy, properly administered, will remove from the system the poisons which cause all this pain and disease, and promote normal good health and outlook.

De Witt's Kidney and Bladder Pills are a remedy which has stood the test of thousands of chronic cases of kidney trouble. Dissolving in the stomach, their healing ingredients pass right through the kidneys and bladder, exercising a pain-killing, healing, and antiseptic effect.

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De Witt's Pills

When you buy the pills, be sure they are De Witt's in the red boxes printed in red and gold, with the red wax seal on the bottle. Give them a fair trial, and prove for yourself what relief they bring. If you would like any further information on this case send a post-card to the makers:—E. C. De Witt and Co. Ltd., 44-45, Rathbone-place, London, W.1, England, mentioning this paper. De Witt's Kidney and Bladder Pills are sold by Chemists and Storekeepers everywhere in every part of the civilised world. If you have any difficulty in obtaining genuine De Witt's Kidney and Bladder Pills with the red seal on the cork, write to The Shanghai Dispensary, Foochow Road, Shanghai.

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'Marry!' Doctor Advises His Tubercular Patients

Only In Acute Cases Should They Be Forbidden —One Mate Does Not Contract The Disease From Other

New York, July 31.—"You may marry."

Thus Dr. Maurice Fishberg, clinical professor of medicine at New York University and chief of the tuberculosis division, Montefiore Hospital, threw the gauntlet to the eugenists and flew the flag of hope to the tuberculous patient at the recent meeting of the National Tuberculosis Association in New York.

"Of course, reservations must be made," said Dr. Fishberg, "but the present discriminate prohibition of marriage and maternity to consumptives is unjust and unscientific. Matrimony and parenthood are a boon rather than a burden to the vast majority of those afflicted with the disease.

PATIENT IS NO OUTCAST

"Above all, we must get over the idea and the habit of treating the tuberculous person as an outcast," Dr. Fishberg said emphatically.

Dr. Fishberg bolsters his contentions with facts and figures to prove that the possibility of the healthy spouse contracting the disease is insignificant and that the tuberculous woman may become a mother without ill effect to herself or her child.

There is an unexceptional view of the question but is one in which Dr. Fishberg is supported by his colleagues.

The greatest single cause of death in the United States is tuberculosis—one in every ten deaths is due to the "white plague." During the afflicted person's lifetime the tragedy of his disease is great. He is treated as if his disease were a vice and therefore is shunned by society and his family because of exaggerated notions of infection.

"Why, he can't even get a night's lodging in the city," exclaimed Dr. Fishberg. "And as for marriage, it should be discouraged only in patients in acute or progressive stages of the disease, just as it is in persons suffering from other diseases.

"The chances of contracting tuberculosis from a sick spouse? Well, they're about the same as the possibilities of 'contracting' diabetes or cancer or insanity," Dr. Fishberg said, and then agreed with the interviewer that you might be driven to insanity by intimate contact with the sufferer, but not to tuberculosis.

"MAY WE HAVE CHILDREN?"

"The case of tuberculosis is different from that of other diseases because of its wide prevalence. The question, then, pops up so much more often:

"'May I marry?' The patient asks it rather hopelessly.

"Or if already married:

"'May I have children?

"And it has been customary to give the negative reply not only to persons with active disease but to those who have more or less completely recovered or those 'predisposed' to the disease.

"It is a striking fact that admissions to sanitariums of both husband and wife, either at the same time or following one another, are exceedingly rare," Dr. Fishberg pointed out. "Similarly, in the tuberculosis clinics in our large cities, in which a great number of married patients are treated, it is unusual to find both husband and wife under treatment for active tuberculosis."

JOINT AFFLICTION RARE

In an investigation among 170 married couples in which one of the consorts was tuberculous and who lived under conditions favoring the transmission of the disease—most of them sharing the same room—Dr. Fishberg found that in only five of the cases, or less than three percent, were both the husband and wife affected with "open" tuberculous disease. This low percentage is remarkable, he pointed out, especially when we consider the prevalence of the disease among the general population which would lead us to expect that 6 or 7 percent of the mates of tuberculous persons would be affected with the same disease.

"These facts prove conclusively that the dangers to the well party to the marriage are negligible and should have no influence when a marriage between a tuberculous person with a healthy one is considered" Dr. Fishberg said, and then went on to demolish that bugaboo about the person 'predisposed' to consumption—the narrow-chested man with feeble musculature and scars supposed to indicate ancient glandular disease.

PREDISPOSITION A MYSTERY

"It is not generally known, but it is a fact that we do not know who is predisposed to tuberculosis and who is not," continued Dr. Fishberg, reviewing his twenty-five years of practice involving the examination and care of many thousands of patients. "I can candidly state that I cannot say, after carefully examining a person and subjecting him or her to the most approved clinical tests whether he will go through life without developing tuberculosis disease.

"Moreover, experience has taught that when developing active disease of the lungs these 'predisposed' persons are usually in less danger of being carried off hastily than those who are physically unblemished. It is the muscular, athletic and vigorous man who goes fast when developing tuberculosis."

The warning against maternity particularly is directed against those popularly called "predisposed," but Dr. Fishberg is inclined to believe that the ancient observation that some tuberculosis women are distinctly benefited by marriage and maternity, is being borne out by the most modern investigations. Dr. Fishberg points to the anaemic girls who show indefinite symptoms and signs of incipient tuberculosis, but who often are cured by marriage and child-bearing because of the marital influence on the process of tuberculosis of the lungs.

SOME SHOULD NOT WED

Again, Dr. Fishberg contradicted the formidable column on column of statistics in books on tuberculosis, which are there to prove that a lung lesion may be arrested during pregnancy, but that, following childbirth the disease flares up and kills the patient! These statistics, Dr. Fishberg said, have been gathered by obstetricians mostly, and concern patients with active and progressive disease, who should never marry. Their conclusions range from dooming as high as ninety percent of tuberculosis women to death by motherhood, to as low as ten percent. They are obviously unreliable.

On the other hand, statistics published by internists from classified material show that when the active and progressive cases are eliminated and only the chronic cases are considered, pregnancy and maternity have little—hardly any—harmful effect on the course of the disease or on the patient. Of the fourteen tuberculous women under Dr. Fishberg's care who have borne children during the past two years, twelve are now alive and in the condition in which they would be expected to be had they not become mothers during that time, according to their physician.

EUROPE REPORTS LIKEWISE

Dr. Fishberg's observations and conclusions are borne out by the statement of the physicians at the Phipps' Institute, Philadelphia, showing that 85 percent of the women showed no change in their condition as a result of maternity. Three-fourths of these women were in the advanced stages of the disease. Statistics gathered in Europe point to similar conclusions.

Even when repeatedly occurring, maternity is well borne by the vast majority of women suffering from the chronic forms of pulmonary tuberculosis, Dr. Fishberg said. To be sure, he explained, about a fifth of the women may suffer from an aggravation of the disease during the period of childbearing and nursing, but this may be considered coincidental in most instances and is a no greater proportion than of patients, men or women, suffering from violent relapses during any period of two years.

In discussing the effects of married life on a tuberculosis individual a distinction must be made between the various types of disease which go under the term "pulmonary tuberculosis."

CASES ARE DIFFERENT

There are the acute fulminating cases, commonly known as hasty consumption; there is the final acute state of the disease which brings death to those who have suffered from any of the chronic forms for many months and years. Patients with these forms of the disease are acutely sick, just as if they had pneumonia, typhoid or acute articular rheumatism. In these cases marriage should be forbidden—but the question of marriage rarely arises here.

"The problem of marriage confronts us mainly with patients who suffer from the chronic forms of tuberculosis," the doctor went on. "It has been consistently argued and maintained that married life proves disastrous to this class of patients, and especially if they be women. Indeed, so far has this attitude gone, that any one with the tuberculous stigma often finds it difficult to marry because of the alleged dangers to themselves, their mates and their offspring."

As there is no danger to the healthy spouse, Dr. Fishberg feels that it is decidedly unjust and in many cases anti-social to prohibit marriage.

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WEATHER

The Southern typhoon has apparently split in two centers: the one, on land, between Annam and Cochinchina; the other, to the South of the Paracels, recurving towards Hainan and Kwangtung. Northeasterly winds to the South of Shantung. Weather still overcast, showery and thundery.

Today's Church Services

Holy Trinity Cathedral.—8 a.m., Holy Communion. 10:30 a.m., Mattins and Sermon. Psalm: 85. Lessons: Daniel 3: S. Luke 9, 57-10, 24. Anthem: "Let us with gladsome mind." Stanford. Hymns 82, 240, 365. Preacher: Rt. Rev. Bishop Molony, D.D. 11:30 a.m., Holy Communion. 6 p.m., Evensong and Sermon: Psalm 86. Lessons Daniel 5. S. Matthew 28. Hymns 520, 107, 288, 12. Preacher: Rev. W. Robbins, M.A.

Union Church.—11 a.m., Preacher: Rev. D. MacGillivray, D.D., L.L.D. Psalm 111. Hymns 72, 4, 76, 71. 12 noon.—Holy Communion. 6 p.m., Preacher: Rev. M. T. Stauffer. Psalms 16, and 119 (metrical); Hymns 688, 226, 698.

St. Joseph's Church.—Low Masses at 6, 7 and 8:15 a.m. At 10 o'clock, High Mass, sermon in French. At 4 p.m. Benediction. On weekdays, Masses at 6 and 7 a.m.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). On Sunday the services will be conducted as follows: Morning 11 a.m. by Rev. H. T. Squire, of Ichang. Evening 6 p.m. by Rev. T. W. Mitchell, of Hunan.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Man." Sunday School 10 o'clock. Testimony Meeting Wednesday Evening 6 o'clock. Reading Room open daily except Sunday from 10:30 to 12:30 at No. 21 Nanking Road, Room 71.

New Thought Center.—No. 12 Nanking Road, Kelly and Walsh Building, Top Floor. The Center is again open and the Sunday Service will be held as usual from 11 a.m. to 12 noon. Subject: "Mental Control." A class is being formed to study "Lessons in Truth" by H. Emilie Cady and all who are interested are invited to join. This class will be held every Wednesday at 5:30 p.m. commencing Wednesday, Sept. 7. The Healing Circle meets every Friday at 5:30 p.m. The public is cordially invited to attend the Sunday Services, the Healing Circle and the classes conducted by the Center.

War Or Peace In The Pacific

SEA POWER IN THE PACIFIC. A Study of the American-Japanese Naval Problem. By Hector C. Bywater (Associate of Inst. Nav. Arch.) London: Constable & Co., Ltd.

"SEA power in the pacific," by Hector C. Bywater, an Englishman, is an admirable study of the American-Japanese problem in all its phases, but it is more than that. The political questions that threaten the friendly relations of the United States and Japan are examined judicially. The issue of war or peace is discussed in an impartial spirit. What would probably happen if hostilities could not be averted is sketched with a full knowledge of the naval resources of the two powers, concerning which the author has consulted both American and Japanese authorities.

It would be well for demagogues, some of whom believe that they are patriotic, if they would read the last chapter of this book first. There they will learn that there is no danger of Great Britain taking the side of Japan in a war by Japan against America. The main reasons are that the British overseas Dominions would never tolerate it, and that sentiment in Japan outside official circles is not pro-British, but anti-British. The temper of the Dominions will not permit of a renewal of the Anglo-Japanese alliance in terms of the least conceivable menace to the United States. Leading journals in Japan know that to be the case, and they have urged the denunciation of the treaty, because "it has become more of a hindrance than a help to Japanese policy." In the World War the British troops under General Barnardiston and the Japanese forces did not get on well together in the Tsingtao campaign.

"The truth is," says the author, "that the whole business was marred by misunderstanding and recrimination, and, though the facts were never officially published, they gave rise to a great deal of acrid comment in the Japanese press." British subjects who lived in the Far East during the war "unanimously agree" that Japanese opinion, official as well as popular, was pro-German much or most of the time. When it seemed likely that the Central Powers would triumph the Japanese press was so rabid in condemning the alliance with Great Britain and in attacking her that the Government was obliged to interfere. In 1917 Japanese newspapers urged an alliance with the German Empire. A favorite proposal was a tripartite alliance — Germany-Russia-Japan — which was to dominate the world. It persisted even after the revolution in Russia. It would be wrong, says the author, to impute the change in Japanese sentiment toward Great Britain "to Oriental caprice or perversity." He goes on to say:

"Japan feels, not unreasonably, that if she were to become involved in a conflict arising out of the racial question, it would be in vain to expect help from the British people; and since this issue is at the root of her quarrel with the United States, she argues, with unassailable logic, that the British Empire can at best be only an unsympathetic neutral. She knows full well that her subjects are welcomed as coldly in Canada and Australia as in the United States; and she does not forget that the first legislation to exclude Asiatic immigrants was enacted in a British Dominion as long ago as 1885."

Nor can Japan expect sympathy from China. Should Japan engage in a war with the United States, China would be tempted to seize the opportunity to reassert her rights in Manchuria and the Shantung Peninsula. China would at any rate be "a potential foe," and as Japanese rule in Manchuria, Korea and Formosa is propped up by bayonets, there would be antagonism in those quarters. While Japan would go to war with the United States at her peril, for, aside from a great disparity in population and wealth, her economic condition is ominous, there are influences impelling her to take the risk, and these influences are not easily resisted.

Following the example of Germany, singular as it may appear, the military caste is joined in its cry "World Power or Downfall!" by "intellectuals" and hard-headed business men. The press advocates a "bold policy" toward other nations, the United States particularly. The capitalists and great manufacturers are more afraid of a social cataclysm at home than they are of a war with the United States, and "they have been assured by the military chiefs that war with the United States would be a short and decisive affair, ending in a sweeping victory for the arms of Japan and leaving her in undisputed control of the Far East, its markets and its untapped wealth." But the author declares that Japan would have everything to lose and nothing to gain by a policy of aggressiveness. War with the United States, he says, would be "a militarist gamble more reckless even than that which caused the ruin of the German Empire."

The two most striking chapters in the book are those dealing with strategy in the Pacific and the operations that would be undertaken by both nations in the event of war. It is contended that Japan would make no naval campaign against the Pacific Coast of the United States and the Panama Canal. "The coast of Japan," says the author, "is some 8,000 miles distant from Panama, and it would, therefore, be physically impossible for a Japanese squadron to attack the Canal unless it had a base near at hand. This factor of distance dominates the whole question of the Pacific." Japan's policy would be to stand on the defensive, with the exception that she would invade the Philippines. No doubt is entertained of her ability to occupy them. The following passage is quoted from a letter written to the author by "a distinguished American naval officer:"

"The Philippines are there for Japan whenever she likes to take them, and nothing can prevent her from seizing them when she feels disposed to do so. . . . If we were foolish enough to locate a fleet at Manila the history of Port Arthur would repeat itself, with us in the role of the Russians."

This statement was doubtless made by one of several American

(Continued on Page 13)

Dance; And Find The Fountain Of Youth

BY HELEN BULLITT LOWRY
(New York Times)

YOU wouldn't expect the secret of Perpetual Youth to come out of Cambridge, Mass., indigenous home of tortoise-shell glasses and infant child prodigies, graduating from Harvard at 16 and leaving all youth behind. That acknowledged authority, Ponce de Leon, naturally searched for the Fountain far south of Plymouth, where waters are bluer and consciences more elastic. The monkey gland propaganda came from the banks of the romance-haunted Seine. New York, not Boston, is the acknowledged center of the beauty parlor and henna industry.

Yet now there comes out of Cambridge a philosopher of staid New England extraction, bearing with him the ineffable secret—which, like alchemy and perpetual motion, throughout the ages has tantalised magicians and scientists and millionaires and beautiful women.

The secret of youth is to dance.

Dance when you're middle aged by the standards the world sets. Dance when you're old by the orthodox span of years the Bible allots. And then you'll be young always. Keep in the ring instead of on the ringside. Be one of the dancers instead of one of the chaperones, who sit in gold chairs along the ballroom wall and gossip about that awful young generation. This is the Fountain of Perpetual Youth for which Ponce de Leon was searching.

The philosopher from Cambridge who reveals this secret is a gentleman with seventy-six years to his credit, if we judge him in chronological order. He also possesses a good, staid New England name, Otis Brown, and is President of the Leachmere Bank of Cambridge. If you are interested in him as a citizen. But better, instead, be interested in him as just the latest development of New England philosopher. Two generations ago the batch of Puritan seers gained their wisdom from studying wild birds and wild flowers. Otis Brown has gained his wisdom from dancing with our wild young people.

Recently Mr. Brown stepped briskly off the Boston Express and saw New York for the first time in more than half a century. On that other visit, now fifty-six years ago, he was returning from the Civil War with the dusty Army of the Potomac. A pleasure trip of forty Boston bankers was what brought him to the metropolis in 1921.

And the blithe little old gentleman with rosy cheeks looked out over the city—which, as all good reformers know, is getting wickeder each year, what with legalised prizefights and women smoking cigarettes—and behold he found it good.

"Yes, yes, it looks lots wickeder," happily agreed the visitor—"all the pretty girls showing their legs on the street and chemises in all the shop windows. I like it." Gleefully the Cambridge philosopher pressed the hand of the bright-eyed old lady, who accompanies him even to the ballroom floor. "Don't you, mother?"

A foxtrot began to play, just as the soup was brought. (We were attending, by the way, a banquet for the bankers held in a New York ballroom.) "Oh, dear, dear, I can't sit still and waste that rhythm! Music is getting better every year. Soup stays about the same. So I believe we'd better dance."

Therefore it is my proud boast that I toddled with the veteran dancer of Boston, and, from inside youth's magic circle looking out, heard him discourse on the philosophy which comes from dancing. If one had been picking up ideas from the older wild-flower school of philosophers, I judge the place of vantage would have been while one was contemplating Spring arbutes with Thoreau.

Now be it known to all swivel and rocking chair habitues that not only can a young mind be drunk at this Fountain, but also a young body.

"There were a hundred and one men in my company," said my partner, clapping vigorously for the encore—"and there are only four of us left. The others did not dance. I've never stopped dancing, even in the days when my wife and I had to pretend to be chaperones to get in. From the time we were married till the dance craze came in ten years ago, older people had to go to dances disguised that way"—thus said the philosopher solemnly.

"So I've been through all the degrees of people thinking this and that dance was wicked—and it's all because the dance was seen from the side lines. Yes, people used really to think that the waltz was wicked, just as some of them now object to the toddle. That is the reason that the dancing craze ten years ago did the country more good than any religious revival, by getting the middle-aged people out on the floor—made them more charitable in their judgments, you know—which is a good kind of religion.

"Of course, at first they jumped on the turkey trot—oh no, no, I never saw any harm in it! That was because I was busy learning to trot. It was great fun, wasn't it, swinging along your shoulders? But everybody else in America seems to have stopped dancing at the epoch-making birthday of twenty-five—and that made so extra many people outside looking in, that they said pretty hard things about the young people's dancing, until they themselves suddenly caught the fever. The young people got it back on them by saying pretty hard things about the old ones' dancing. They did look rather awful at first, those old boys, after not having used their legs to music in fifteen and twenty years.

"Pretty soon, though, they began to find their mislaid youth and to lose their misplaced stomachs," the old gentleman chuckled joyously. "I never lost the one nor acquired the other, because I had never stopped dancing. The old newcomers began to find, too, that they had to stir up forgotten places in their heads, in order to find something light to say to all the new people they met, danced with and never met again. It keeps the spirits light to keep the conversation light. It is the kaleidoscope of personality, don't you think, that gives dancing half its stimulus?"

All this, by the way, came in broken sentences in the pauses of the dance. We toddled to the rhythm gently. It was the nuance and finesse of art and of musical interpretation rather than the wild abandon which is the dancing of reckless youth. The old gentleman's face beamed gratefully as the orchestra responded again. "Isn't that a nice jazz?" he murmured with satisfaction. "It seems to me that the dancing improves every year. The music seems to require more interpreting. It gets under my skin as the drums used to do when I marched back in '65. I could keep on marching all day, just so those drums kept playing."

Naively enough there was no differentiation in the way that he regarded the endurance of the boy of 19 and of the man of 76. For those who have drunk of the immortal Fountain, what is a mere little matter of fifty-seven years? And what is the even more unimportant matter still of trying to reform the Young Generation, which is occupying the time of so much of the sober folk of the United States?

"I like the present-day young girl," contributes the philosopher to the controversy of the unco sober. "They all of them dance with such fire and grace and are so very easy to guide. I dance with the grand-daughters of my old friends—yes, dead, all dead—or might as well be dead, with old bodies and old viewpoints. That's the only thing that's the matter with America—old viewpoints make everything new that those younger than you do, look wrong."

And so at last, by way of a descendant of Miles Standish, comes into being the real definition of broadmindedness—a state which has so often been confused with condoning the "broad" things which you do yourself. It is condoning the broad deeds of somebody else. It does not mean broad traveling—certainly not more traveling than visiting the metropolis once every half century. But it does mean dancing, where you can look into the young thing's eyes, far away from the maddening gossips.

"Maybe that would be the best way to settle this whole reformer problem of the country—teach them all to dance"—the broad-minded old philosopher beams good-naturally. "And then, instead of trying so hard to legislate longer skirts in, they could spend the next fifty-six years of their lives, as I've had to spend much of my last fifty-six—trying to determine in advance which women won't step on your feet."

For it seems, if you're concentrating on the young thing's dancing, you don't have so much time to worry about her morals. Even golf is not so completely reformer proof.

So it is an encouraging thought to know that New York, the mecca of the reformers of the provinces, already has her little group of serious dancers over 40. That they are over 40 years of age we know positively—but only on the circumstantial evidence that man is a curious biped, who does not dance between 30 and 40—being very much married in that fatal decade and very much employed in making a living. How much over 40 these dancers are individually no man can say—or at any rate no woman.

For those that enter in by the tea-dance door leave advancing years and future asthma and bay windows behind them. So young are they, in short, that the grown son of one of them, a widower, says to his father as to a contemporary the subtle compliment of inquiring, "Does Dad pet?" Every afternoon they dance in one of two dance places in New York that they frequent (because there the music is most inspiring)—until they have become as distinct a New York group—these prosperous professional and business men, bound together for an hour and a half each day by a fox-trot—as is that other New York group called Broadway. The two restaurants where they dance have become more clubs than public hostelries.

And there they dance with a finesse that passes youth's exuberant camel walk. Callow youth's dance practitioners are chosen en masse, and the dance must be standardised, somewhat like the stories for a journal of such wide circulation that the tale must be understandable to hundreds of thousands of readers of unstandardised intelligence. The club of connoisseurs instead goes in for individualistic expression, and there is something quite Atlantic Monthlyish in its electicism.

One member studies up Grecian dances as portrayed on ancient vases and friezes and applies Greek poses scientifically to modern toddles and waltzes. To dance those Greek applicees with this particular person is to be wafted along on the emotions of the music—but to converse with him on the science of it between the dance and the encore is like playing at being intelligent on Einstein relativity. The furthest you can usually advance on the first try is to discover that the left leg and the right arm co-ordinate, contrary to the rules of spinal geography.

Rarely are these pastmasters of their art seen outside their regular haunts—but it is Summer now, and occasionally mere outsiders can behold one of them dance on a mere hotel roof garden—which is danced on by the very general public. The present writer first became aware of the group of super-dancers two years ago when one of them was whiling away Summer nights, dancing among us conventional foxtrotters and toddlers. Each night there came to the land of Japanese lanterns this mysterious stranger—sweeping through the general public with the swing of a Russian Balleteer, though one saw above the neck the dignified eyes and the formal beard of a doctor.

Long we puzzled on who he could be—an exiled Russian nobleman, a Peruvian magnate—though on one occasion, when his party was entirely composed of fat women, we decided that perhaps he was a Czecho-Slovakian in distress, who was paying off his hotel bill by dancing with the hotel "guests." That was an exciting moment—if others could rent the super-dancer, perhaps even the humble writer could sell an extra story and rent him for a whole waltz and half a fox-trot.

The whole Summer passed without our penetrating his secret—until I discovered him two years later, deeply embedded in the club life among dancers of equal magnitude. I danced with the man of mystery, and he told me to relax and just to take it easy—that I wasn't to worry if we made any mistakes, that he'd take the full responsibility. If dancers de luxe have a fault, it is making a mere unofficial toddler feel her responsibilities heavily.

But at that, it's not so bad a fault as being a reformer—which is what we'll have saved the reformers from being by making them dance habitues. So we'd still better take the advice of the philosopher from Cambridge—let dancing solve your Fountain of Youth problem, and let dancing solve your reformer problem.

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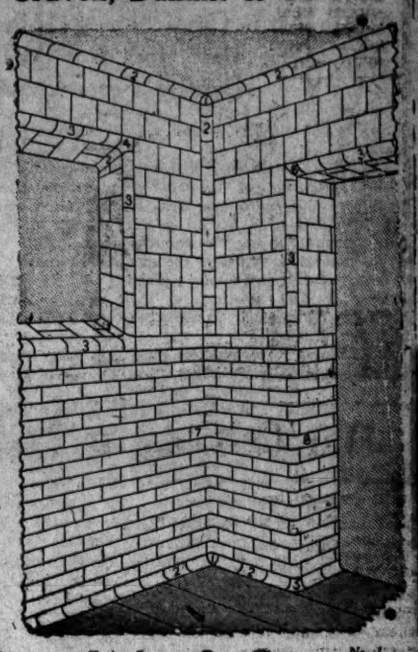

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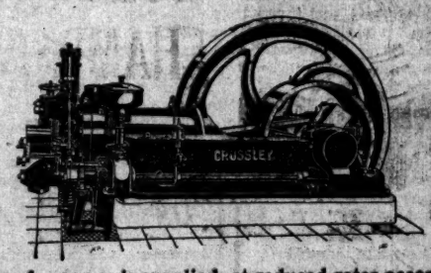

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By McNamara

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WHAT'S HE STRIKIN' FOR, MORE, OR LESS?
WHY, WHY, I DONT EXACTLY KNOW!
UNFARE STRIP DONT LOOK
WHAT FOR, MORE, OR LESS GOOF?
BOTH, YA POOR FISH!
UNFARE STRIP DONT LOOK
YA GOT NO CHANCE WINNIN' NO CHANCE!
?
I GOT NO CHANCE LOOSIN' NEITHER!
UNFARE STRIP DONT
Jan McNamara

War Or Peace In The Pacific

(Continued from Page 12)

Admirals and retired Admirals who do not hesitate to say in private that Japan would make her single aggressive campaign against the Philippines, and that to retake them we should have to transport a great army across the Pacific and support it with a fleet whose orders would be to seek a battle with the Japanese fleet and destroy it. The Philippines are vulnerable because no serious attempt has been made to fortify Manila, although elaborate plans have been drawn, to be later rejected, because "without the support of a powerful fleet the archipelago could not be defended against invasion by a Japanese army." The importance of Guam as a naval base is emphasised by the author. Its strategic value is incalculable. As long ago as 1905 plans were submitted to the Navy Department which, if carried out, would have made the island impregnable at a cost of $7,500,000. Those plans called for the construction of shore batteries and preparations for the laying of mine fields in an emergency. Nothing was done, nothing has been done since, unless a secret has been kept, which is highly improbable. Of the value of Guam as a base it is said:

To say that Guam bears to the Philippines the same relation that Heligoland bore to the German Bight, or, that Malta bears to the defense of British interests in the Mediterranean, would be to understate rather than to exaggerate the facts of the case. By properly fortifying and developing this island as a naval station of the first rank the American people would do much to relieve themselves of anxiety as to their future in the Western Pacific, for no power would venture to molest the Philippines while a strong American "fleet in being" was based on Guam, only 1,500 miles away.

Guam should be the key to American victory. The author, indeed, declares that "the issue of an Americo-Japanese war would primarily be decided by the fate of Guam." In his report last December Secretary Daniels announced that "the detailed plans and recommendations are being prepared" for the defense of Guam. Apparently nothing substantial has been done yet after fifteen years of delay. To set a date for the completion of the work would be foolish optimism. "One thing may be regarded as certain," says the author, namely, that if a serious crisis arose before Guam had been furnished with proper defenses, dockyard plant and naval magazines, it would be too late to make good the deficiency." The mandate to Japan to take over the possession of the Caroline, Pelew and Mariana Islands, excepting Guam, and of the Marshall Islands has had the effect of surrounding Guam "with a cordon of potential Japanese strongholds and naval bases." The possession of Yap is another strong card for Japan in the strategic game, for it could be used as a base for submarines operating against the Guam-Manila line. It is not unlikely that the United States will wake up some morning to hear that Japan, mandate or no mandate, has decided that if we fortify Guam she must in her own defense strengthen Yap.

An American fleet operating in the Pacific would be at a great disadvantage without "a chain of well-defended fuel stations." To take along its supplies in store ships would invite attacks by Japanese submarines. Midway and Wake Islands would furnish two admirable stations, and Tutuila in the Samoan group should be considered.

It would be very difficult for an American fleet to bring the Japanese fleet to decisive action in Japanese waters. The Korean Straits being narrow, they could probably be closed by mines. Moreover, the sea forts at Tokio Bay, Maidzuru, Nagasaki, Hiroshima, Shimonoseki, Hakodate and Tsushima Island are defended by modern long-range guns of heavy calibre. Assuming that Guam without completed fortifications and the Philippines were to fall into the hands of the Japanese, what would the United States Government do? Unless it were willing to confess defeat it would decide to continue the war until the enemy was defeated. A proud people would be satisfied with no other course. An elaborate sea campaign would have to be organised, based on Hawaii. It isn't pleasant to read the author's opinion that "a fleet action fought in the Western Pacific would be a most perilous adventure for the Americans, who being without a proper base, could reckon with certainty upon losing every disabled ship." But the risk would have to be taken. An American victory would bring about the recovery of the Philippines; in fact, there would be nothing for the Japanese to do but to evacuate them. The author has no doubt that the United States could transport armies of any size to the Philippines in spite of submarine attack by the enemy, but it would seem that unless control of the seas were obtained by victory there would be no attempt to land troops in the archipelago.

The author's description of the United States and Japanese Navies is as complete as research can make it. To speak of his tables as "the last word" is not to exaggerate. An associate of the Institute of Naval Architects, he is competent to compare warships. The Japanese navy is generally supposed to be only half as strong as that of the United States, but it must be understood that in the Fu-so, Yamashiro, Ise and Hiuga the Japanese have dreadnoughts as powerful as our Pennsylvania and New Mexico class, and that the 16-inch gun ships, the Maryland and Colorado, will be matched very soon by the Nagato and Mutsu. Therefore, an American fleet would have to be handled skillfully in Japanese waters to avoid a surprise. In destroyers the Japanese fleet is much weaker. In submarines there may not be much to choose. The United States has a marked superiority in seaplanes, but Japan has recently embarked upon an ambitious building plan. It must always be borne in mind that the American superiority in sea power would be offset to a considerable extent by Japan's defensive strategy, and there is always the American disadvantage of lack of bases in the Western Pacific to be thrown into the balance.

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THE CHINA PRESS MAIL SCHEDULE

SUNDAY, SEPTEMBER 4, 1921

Date and Destination	Per	Chi.	Br.	USA	Fr.	Jap
TODAY.						
W'wei, C'foo and T'tsin ..	Koonshing	9.00	..	..	..	.. 8.30
Amoy, H'kong & C'ton ..	Shantung	10.30	..	..	..	.. 10.00
Hongkong	do		10.30	..	..	..
Japan, via Kobe	Kamo Maru	12.00	..	..	..	.. 11.30
River Ports	Train & Str.	21.00	..	..	..	.. 21.00
H'kong, Straits, India & Europe via Suez	Alaska M.	12.00		..	..	.. 11.30
Hongkong and Canton ...	do	12.00	..	..	..	.. 11.L.
Weihaiwei	Hangchow	10.30	..	..	..	.. 10.00
Antung	Kwangse	10.30	..	..	..	.. 10.00
TOMORROW.						
Japan, Honolulu, Canada, U. S. A. & Europe	E. State	13.30		..	..	.. 13.00
S'tow, H'kong & C'ton ...	Kwongsang	21.00		..	..	.. 21.00
Japan Ports	T'shima M	19.00	17.00	..	..	.. 18.30
Swatow and Hongkong ..	Kwongsang		17.00	..	..	..
Manila direct	Korea M.	13.30		..	..	.. 13.00
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	.. 17.00
River Ports	Train & Str.	21.00	..	..	..	.. 21.00
Foochow	Hsinchi	21.00	..	..	..	.. 21.00
Tientsin	Kwangping	10.00	..	..	..	.. 9.30
Chefoo and N'chwang ...	Kungping	21.00	..	..	..	.. 21.00
Foochow	Hsinchi	..	17.00	..	..	..
Hankow	Kiangan	..	17.00	..	..	..
Vladivostok	Train	..	17.00	..	..	..
Ningpo	Hsin Peking	..	15.00	..	..	.. ..
Tientsin	Train	..	17.00	..	..	..
Hankow	Train	..	17.00	..	..	..
Tuesday, Sep. 6.						
Swatow and Hongkong ..	Sinkiang		10.30	..	..	..
S'tow, H'kong & C'ton ...	Sinkiang	10.30	..	..	..	.. 10.00
W'wei, C'foo and T'tsin ..	Tungchow	13.00	13.30	..	..	.. 12.30
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	.. 17.00
River Ports	Train & Str.	21.00	..	..	..	.. 21.00
Swatow, H'kong, C'foo ..	Hangsang	21.00	..	..	..	.. 21.00
Japan, Canada, U. S. A. & Europe	Kwali M.	15.00	..	..	..	.. 14.30
Japan, H'lulu, Canada, U. S. A. and Europe	E. States	..	..	14.00	..	.. 13.00
Japan, H'lulu, Canada, U. S. A. and Europe via U. S. A.	do	..	12.00	..	..	.. 12.00
Wednesday, Sep. 7.						
Amoy, H'kong & C'ton ..	Soochow	21.00		..	..	.. 21.00
Amoy and Hongkong.....	Soochow		17.00	..	..	..
Japan Ports	Yamashiro M.	19.00		..	..	.. 18.30
Thursday, Sep. 8.						
U. S. A. via Francisco	West Jena	17.00	..	..	..	..
S'tow, H'kong & C'ton ...	Wingsang	21.00	..	..	..	.. 21.00
Swatow & Hongkong	do	..	17.00	..	..	..
Japan Ports	Yawata Maru	19.00	..	..	..	.. 18.30
H'kong, S. Ports, Straits, Ceylon, India & Europe via Suez	Dilwara	..	17.00	..	..	.. 17.00
Friday, Sep. 9.						
H'kong, Straits, India & Europe via Suez	Dilwara	16.00	..	..	..	.. 15.30
Tsingtao	Chenan	21.00	..	..	..	.. 21.00
Japan Ports	Kumano M.	19.00		..	..	.. 18.30
Saturday, Sep. 10.						
W'wei, C'foo and T'tsin ..	Shuntien	E8.00	8.30		..	.. ..
Sunday, Sep. 11.						
W'wei, C'foo and T'tsin ..	Kingsing	..	17.00	..	..	..
Monday, Sep. 12.						
W'wei, C'foo and T'tsin ..	Kingsing	E7.00				
Tsingtao	Tungshing	21.00	..	..	..	.. 21.00

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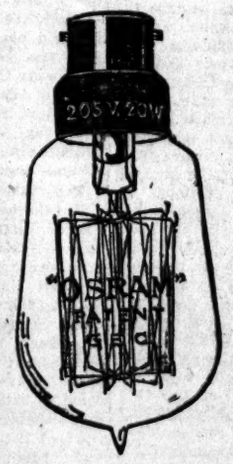

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Flood In Shantung Province

Above is the bridge that leads to Pengpu seen in the distance—Below is a group of refugees on the only dry spot in miles, the railway embankment. They have lost all but the ability to mock fate with a smile while waiting for rescue.

(Continued from Page 1)

which caused all the difficulty. They could not be transported either by rubble train or trolley all the way to the next station north from which a work train could take them to Ku Cheng or Nan Hsu Chow to which points trains were coming down from Tientsin. To get a junk to agree to ferry them across the fields was impossible.

The boatmen said night was coming on. A gale was blowing from the north, from the very direction in which we wished to go. The waves even in the fields were running high. There were clouds in the sky. Therefore, it was the part of wisdom for the honorable foreigners to wait until the wind died down, tomorrow or the next day. They would not even talk price, which Mr. Mitchell said was a pretty sure sign that no business would be done. It was not a case of trying to persuade them for our own better judgment was that a boat could not make it in the teeth of the growing wind.

PARLEY IN THE RAIN

The only other plan remaining was to get carrying coolies to tote Doc's precious boxes and our hand baggage to Tsao Lao Chi which the Chinese said was 35 li from Pengpu. One of the railroad men told me it was only nine miles (27 li) but considering the weather, the coolies were probably justified in adding the difference. It was their way of measuring the difficulties and getting a good price. The first lot of coolies came to Mr. Karbeck's house around nine o'clock in the evening after it became apparent by personal inspection that he could not get trains from the south in the morning because of the new roadbed erosions.

He hoped to the very last that he could arrange to have our stuff taken part way by rubble train, carried by coolies across the gap, and picked up again by another rubble train from the northern side. But with a new storm breaking, it was a case of getting coolies for the entire distance, or continuing to enjoy the gracious hospitality of the railway engineers.

This first lot of coolies made short work of us. They refused to go. The combination of crossing two long bridges with plank walks, wind and rain was too much for them.

ONLY TWO AT $3

The next lot wanted three dollars per man, and only two out of the lot would go at that. These two were retained against their expressed desire to act on our behalf by going out on the street and hunting up more equally brave, incidentally exposing themselves to the weather and the danger of changing their minds.

The parley was conducted in the rain in Mr. Karlbeck's courtyard. The coolies sat on their haunches around a flickering lantern or leaned against their carrying poles. With each new development in the negotiations they would go off on a vehement conversational sortie. They split and each side tried to persuade the other to go or not to go. It is a wonder some ear drums were not split too, for all the scene lacked was a number of old women to make it sound like a family row.

Every now and then, Doc or Mitchell would storm back into the house as if they had said the last word they would say in the matter. But I noticed that they never went in together. There was always one to add a compromise in case the whole lot started to bolt for the gate.

MARKET IS DULL

For a long time the market hung in the neighborhood of one Mexican dollar. There being no business transacted, Doc and Mitchell both went into the house and the coolies went out of the back gate into the street. But my job being merely that of observer, I found that the former hung around in the kitchen and the latter around the gate. I wondered to myself whether it would be a loss of face after such vehement and apparently final sputtering on both sides for either side to make one more advance. Apparently there must be a limit somewhere even if it was all Greek to me. For myself, I thought they had reached a break half a dozen times and each time started to go hunt my pajamas.

Blessed be the institution called the 'middle-man.' He arranges marriages, funerals and a thousand other necessities. He prevents divorce, suicide and other loss of face. I had yet to learn that both sides were waiting at their chosen posts for the mediations of the middle-man. In this case it was the house boy. He told us how rotten the weather was, how long the journey, how heavy the boxes, how dangerous the bridges and almost dissuaded us from wanting to go ourselves. 'You better makee add little more to price,' was his earnest suggestion.

YOU ROBBERS! HE SAYS

On the other hand he told the coolies that they were robbers who had already taken up more than two hours of the foreigners valuable time, and now wanted to get their money also; that their ancestors were low down poor trash; that he had the name and face of everyone of them in his mind and when the next time came to call in men he would give them the cold shoulder. Did not the workmen on the train heaving stones all day get but twenty-five cents? How much more than thirty cents did the coolies get for carrying heavy loads to Tsao Lao Chi when the roads were still passable?

Was not heaven a witness that the foreigners had already offered more than three times the price? Did not both of them speak Chinese and know something about Chinese custom? What would they not think of him to have called such a lot of pigs into the courtyard to carry their baggage? Thus he stormed about, waving his hands and arms as if just one feather's weight more and he would murder the whole lot of them with his bare hands.

Of course, they came down. They expected to do so from the very start in case it became necessary. And of course, we came up. This method had all been worked out centuries before we happened in the courtyard at Pengpu. It was agreed to pay them $1.30, one dollar in big money and thirty cents in small money, wine money to be included. Without further loss of time the coolies went about packing their loads as unconcerned as if they had just come with everything settled beforehand about the price. And we had spent three hours getting this far.

Inside the house two competitors, Shaw of Standard Oil and Brown of Asiatic Petroleum, were playing the piano and singing songs while these negotiations were going on. Both sell oil, but fortunately only one sings and only one plays. They left shortly before twelve o'clock when we started. Neither Karlbeck nor Aries had returned from the emergency call they had to make south. They were in for an all night's job.

VALIANT ARE VANQUISHED

Bravely enough the coolies took their loads out of the back door of the house to the street leading to the railroad and the 1800 foot bridge across the Huai River. One by one the valiant braves were conquered by their misgivings and fear the nearer they came to the river. Even this late at night, or rather this early in the morning there were people about. Those who dropped out easily picked substitutes when the size of the price was mentioned.

One ricsha coolie shifted without a moment's hesitation from his shafts to the carrying pole leaving the beginner whose place he had taken to pull his ricsha to a designated place. There were probably six or seven shifts out of the ten men hired and started.

This made us very suspicious. We feared there might be some truth in the rumors which always spring up in times of famine and flood about robbers. Perhaps these fellows were coming in by prearrangement to lessen the total quantity of our possessions before morning. Was all this coolie talk about those bridges merely a blind? There was only the one lantern borrowed from Mr. Karlbeck in the crowd and I noticed that the pieces were counted repeatedly before the bridge was reached. There were several points in our favor if these newcomers were robbers.

One was a husky gun which I happened to know of in a very handy place. There were only ten carriers. And if they got away with their plan of a transfer of ownership, they would either have to return from that 'lonely spot' to Pengpu or beat it straight north. There were no side roads above water anywhere leading off the railroad.

ON BRIDGE AT MIDNIGHT

We finally got to the bridge and every one of the five pairs of coolies put down their loads, walked to where the first sleepers began, looked down into the rushing waters below, came back and sat down in the rain. That was the place. But perhaps they were doing this only for its effect on us to justify their getting five prices. After waiting a reasonable length of time the doctor and Mitchell said "Let us go." They went first to lead the way and lend the uncertain light of the lantern.

Very slowly the bravest of the coolies followed. After going several of the two hundred foot spans, all came to a halt. Only three loads were there. After more waiting, Doc went back leaving Mitchell to see to it that none of the coolies retreated.

There was only one load of baggage on the bridge. The two coolies were huddled on the lee side, holding to the rails with both hands. One was moaning and his teeth were chattering less from cold than from fear. Try as he would the Doc could not get them to budge. He walked slowly to show how they could do it, he ran taking the sleepers three at a jump, he walked backward, but they only huddled down the closer and probably thought he was crazy.

He left them to look for the others. They were not at the mouth of the bridge. He found them on the bank of the river below near a village trying to connect up with a boat to take them across. Of course, in this storm there was not a boat in sight anywhere. Yet they called at the top of their voices for a boat. The baggage had been left some distance between them and the bridge.

"Why do you leave my baggage lying around this way?" he shouted at them. "It might be stolen."

TOO RAINY FOR ROBBERS

"Not even a robber would be in this place on a night like this," he was told. "The baggage is safe."

"Why are you down here?" he asked.

"We are looking for a boat?" they replied.

"Have my senses left me?" he cried. "I thought I hired you to carry my baggage to Tsaolaochi, and here you are shouting yourselves hoarse for a boat." Then after a pause, "perhaps you desire a boat to take the baggage to some other place and to some other man."

"It is our fear," they plead. "We are both old and neither one of us has ever crossed that bridge at night, not even when we had no loads. Now we have to make our first trip. We have loads. It is storming and the wind will surely blow us over the edge of the bridge into the water below. And then? You will lose your baggage." Now, not to bring to his attention the unpleasant affect such a calamity might have upon them but to stick to the baggage question, I leave it to you if that wasn't a tip-top answer.

Anyway, it seemed to soften the doctor's heart and if he had it in mind to throw them into the river, he changed his intentions. Retying the ropes of the load, putting the large wicker case on edge

(Continued on Page 15)

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Chinese Farmers Lose All When Dykes Of River Huai Break And Flood Wide Area Of Fields

(Continued from Page 14)

rather than flatwise the way they had it, and jabbering all the time, he got those fellows to carry the load back up the embankment to the mouth of the bridge. But there they stuck. They had never even ventured to cross the first sleeper, the first time.

THIS WAS THE PLAN

"The other six men are probably over by this time," said Doc, "and Mitchell will have to stand by lest they run off and hide among the refugee mat sheds. I've got four pairs of cold feet on my hands—in addition to my own. It's up to me to think out a 'fah dzi.' And his scheme was this.

He asked the men to step one on either side of the load: "Suppose we were going across this bridge," he explained, and I were holding on to you like this. And he grabbed each of them by the cloth belts they were wearing. "Then suppose you should slip on the wet sleepers. What would I do? I would do this." And with that he straightened his back and lifted both men off their feet. "I would save you from falling into the water," he concluded.

"But you can hang on to only one at a time," the elder of the coolies argued. "Suppose you hold him and I slip?"

HANG ON TO POLE

Things were getting interesting. I wondered what the Doc would say to this argument. But after only a moment's hesitation the answer came, "Is not this a strong carrying pole? You hang on to the pole."

The coolie looked at his pole and took a firmer grip of it as he pictured the scene to himself of a real slip. "Hao liao," was his decision. "But you might take an extra strong grip to your end," he cautioned his partner, "and then I will let the foreigner hold you—if you go first." And so it was agreed. Very slowly, one gingerly step at a time and with many misgivings the fifth load overtook the fourth. These coolies had not budged from their places.

Then followed a lively explanation in which the latecomers did all of the talking. The foreigner was very strong and he was not afraid at all. Truly the bridge was safer than any boat on a night like this. He never let go once.

"Yes, but what about us?" the fourth load coolies asked. "Has not the foreigner two arms?" said the fifth load coolies. "We will have him go between the two loads holding one of us with each hand."

LOSES HIS LIGHT

Just as the doubting fourth load men were about willing to give the plan a trial, a sudden gust of wind came and lifted up the doctor's rain coat throwing it over his head. There was a clatter on the sleepers and a splash in the water blow. "There goes my dash light," the doctor cried. "To think that I carried the thing all over France only to lose it in this blamed old muddy river." Then he added to get their minds off the splash, "I can help you better if I take this rain coat off."

There are nineteen spans in that bridge across the Huai River. The span I counted had 178 sleepers and our feet touched every one using low gear. All were wet and some were slippery with oil. We crawled along from abutment to abutment, resting at each one. Now and then a sudden squall of wind would throw the whole group out of balance but we soon became accustomed to yielding together and swinging back in perfect step.

After half a dozen spans were at our backs, the doctor asked one of the number four load coolies, "Why did you start crawling after me when I left to find the fifth load men?"

GETS DOWN TO CRAWL

"My feet seemed so far away," came the answer, "I was afraid to trust them, and so I crawled on my hands and knees." It was evident he wanted to be close together with himself. He admitted that it made considerable difference to him at which end of the bridge the foreigner happened to be.

After a few spans more the coolies said it was no longer necessary for the foreigner to hold the belt so tightly. They gave him merely the ends to hold. Doc said the real reason for the change was that every time they lost their balance he dug his fist against their umbilicus regions to restore confidence in his plan.

When this hitched together party finally reached the north side of the bridge it was nearly two in the morning. The rest of the coolies were good sports and did not make fun of the less courageous ones. Perhaps they remembered that the worst bridge was yet ahead.

FOOT BATHS NEXT

In the army it is a practice to allow the men to bathe their feet when passing streams, especially when the feet are sore from much travel. We got hours at the flood bridge several miles north of the Huai River.

Here the bridge has no side structure work and the way across is just one long stretch of sleepers laid on trestle work. It is 1,860 feet and the top lies much nearer water level. In fact we could see spray dashing up from below. When they got as far as this bridge the men put down their loads and took a long rest. Strange to say there was no repetition of the experience we had at the first bridge where the men hesitated to attempt the crossing. Finally they got under their loads and started. Whenever the water dashed up through the sleepers they shouted and slowed up but never stopped. By the time they reached the north side of the bridge their clothes were wet to the hips.

From this point on to Tsaolaochi nothing exciting happened. We passed several dead bodies floating in the water beside the track and a number of coffins. When it got light enough to see, the coolies would stop to rest where the wreckage along the shore promised additional gain. Here they would wade out into the lake and draw in floating timbers to the shore to be taken back with them on their return to Pengpu.

COFFINS IN DEMAND

We passed other men from Tsaolaochi similarly engaged. One who was able to swim ventured out into the deep water and pushed in floating bundles of kaoliang, grain stacks and wood. Coffins were evidently in great demand for what appeared to be an empty one drew his attention but on swimming up to it, he found it occupied and so left it to drift.

Arriving at Tsaolaochi we waited for the first work train returning north. Back of the station the top of a pile driver gave us a fine view of the surrounding country. The sun was just coming up and we could see for many miles in every direction. We counted fourteen villages under water. Those nearest showed what took place. The houses were built of mud and with the coming of high water they just sank down on their foundations into heaps of mud.

From some of them the roofs of poles and straw had floated off. On fleeing from their homes many of the villages had taken the precaution to pile their household belongings on the highest spots of ground. But when these, too, were covered with water, the inland lake was littered with floating articles of every description. The damage to these villages was all the greater because of high winds and the waves.

SCRAMBLE FOR PLACE

There was a wild scramble to get on to the steel cars when the work train finally came into the station. There was more than enough room for all the people who were bent on making their escape but this fact made no difference. There was no attempt to purchase or sell tickets. The people just climbed on with whatever possessions they had with them. There was no shelter for anyone and men, women and children stood huddled together in the rain and wind.

But they had to pay. After the train left Tsaolaochi the flagman came along and collected fares. When passengers objected he showed his green and red flags as clothing him with official authority. There was no fixed price and it was a case of individual bargaining. At Hsinchiao he put a man off, pulling him out of the side of the car, because the man refused to come across.

When the poor fellow found himself on the station platform with a heavy steel door between himself and his baggage, he suddenly remembered that he still had a few coppers on his person which he gave up. One shrewd passenger offered his fare in the presence of the station master, but of course it was refused. Nor did the flagman bother the man again afterwards.

FIRST SIGHT OF LAND

North of Hsinchiao we got our first sight of high land with farmers working in their fields. At first we saw some in boats picking off the tops of the kaoliang stalks, then working in the mud and later hoeing on high ground. Here there were fields of beans, kaoliang, wheat and peanuts. We noticed, too, that the frogs and toads were not so numerous as they had been between Pengpu and Tsaolaochi where walking was uncomfortable because of their jumping against the legs and getting under one's feet just at the moment of taking a step. Now the tracks were clear also of refugees with their donkeys, pigs and other animals.

But north of Nanhsuchow we again passed through a stretch of low country flooded on both sides. This extended to Fulichi where a branch of the railroad turns west to the hills. It is from these hills that large quantities of stone were being quarried for the eroded embankments along the railroad further south.

There were low foothills north of Fulichi and the railroad went over a heavy grade to higher ground. From Lichiachwang on we saw very good crops and no signs of flood for the rest of the journey to Tientsin.

FAMINE PRICES NOW

Around Nanhsuchow the people were able to harvest a 60 percent wheat crop in May and June. Last year they had a bumper crop. The flood came this year after harvest and the people have enough grain on hand which they were able to move, because the waters rose gradually. In certain sections they will be able to gather part of the bean and kaoliang harvest. They are beginning to say, however, that the flood is going to be as bad as the flood of 1909. Even at this early date we found wheat prices as high in Nanhsuchow as they were during the famine two years ago. Flour sold at 90 cash again and wheat at 1,900 cash a do.

The city would have been under water in places but for the fact that the people were able to build dykes as rapidly as the water rose. The road leading from the railway station to the city gate was dyked, the water being one and a half feet above the street level. All along the road workmen were engaged in strengthening the dykes and in building secondary dykes further back in case their front lines of defense broke down.

We visited the city at the sweet potato and watermelon season. The scarcity of these two articles of food and the high prices of everything else were the only evidences of flood we noted. Usually, as one local missionary put it, the city is under four feet of watermelon rinds at this season of the year.

The people were a bit uneasy. We tried to get some silver for good Hongkong and Shanghai Bank notes but they would have none of our paper. If it had to be bank notes they wanted quality and not quantity, insisting upon their own definition of quality.

At Tientsin we found that few people knew about the seriousness of the damage done to the railroad and somewhat inclined to blame the authorities for stopping traffic without good reason. We met two foreigners who had proceeded as far as Kucheng. But there they heard tales of robbers and promptly returned to Tientsin to continue their travels in a hotel arm chair.

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The Yangtszepoo Social Center

The fourth annual report of The Yangtszepoo Social Center which has just been issued shows in an attractive way the various useful activities of the institution. Though still small and limited in its capacity, one wonders both at the large number of mills and their workers that co-operate and are aided, and at the service that has been rendered them. No less than fifteen mills in the Yangtszepoo district have underwritten the budget of the Social Center. More than $13,000 are thus subscribed, and more than 25,000 employees are benefited by the organisation.

The amounts contributed during the past year are as follows:

Mills	Industrial Hospital	Educational Work	No. of workers
Yangtsepoo Cotton Mill	$1,200		4,000
Ewo Cotton Mill	1,500		5,000
Hou Seng Cotton Mill	400		1,333
Deh Dah Cotton Mill	264		881
Heng Feng Cotton Mill	330		1,100
Oriental Cotton Mill	651		2,172
Shanghai Cotton Mill	1,743		5,810
Trollope and Colls	60		200
China Import & Export Lumber Co.	300	$1,980	1,000
Midland Packing Co.	173	480	616
S. M. C. Electricity Dep't	180	480	850
Jardine Matheson Co.		1,800	
Shanghai Women Social Service League		240	
Others		1,383	553
Total	6,801	6,363	23,515

AIM AND ORGANISATION

The institution is located at 84 Yangtszepoo Road, near Lay Road. It was opened as a Social Center in 1917, as a laboratory for the Department of Sociology of Shanghai Baptist College. The work was organised by Professor D. H. Kulp II, and was developed and directed by him until his furlough in 1919. Since then Professor James B. Webster and Doctor Henry W. Decker have carried on the work, the latter taking his place as physician and surgon of the hospital department. Professor Kulp is expected back at Shanghai College this month, and will bring many new ideas and some financial backing to the work at the Social Center. Plans have been worked out for a large three-story building and it is hoped that this may be erected within the next two or three years.

The aim of the Social Center, according to the neat design of the seal, is fourfold; that is, to meet the physical, mental, social, and spiritual needs of the community in the center of which it is placed. It endeavors to reach men, women, boys, and girls; to help them in various ways and especially to teach them self-help and advancement along all lines.

YANGTSZEPOO COMMUNITY

This community is unique in China. It is entirely industrial and is representative of the various lines of China's industrial development. The people are engaged in cotton spinning, weaving, and dyeing, silk spinning and weaving, in shipbuilding, in machine shops, lumber yards, and the electric power plant, and in factories making products for export. Cotton manufacture is the chief industry. The Yangtszepoo district has a population of about 125,000, and extends along the river front. In all this district there is but one public school that accommodates three hundred pupils. There is a number of old fashioned private schools, but they have as much value in such an environment as the old Chinese teacher has in a factory. There should be school accommodations for 20,000 pupils, on the basis of population of school age.

The narrowness of the lives of these workers is very evident, yet they are producing fortunes for their employers and building up the economic strength of China. The Yangtszepoo Social Center is trying to enrich their lives and to meet their various needs?

SOCIAL DEPARTMENT

Under this head may be reckoned first the Church and Sunday School, which provide various meetings both on Sundays and week days. There is a small nucleus of church membership. A public reading room is open every day, with a select number of books, and seven or eight daily papers, besides numerous weekly and monthly magazines on its tables. The Center provides two play grounds for the use of the school children and outsiders. A lady from the Y. W. C. A. Physical Training school comes down to teach the girls every Tuesday and Thursday afternoon from 3 to 4. There are courts for basket ball, volley ball, hand ball, slides, seesaws, and swings. Many workers come to the playgrounds before and after work in the mills. By means of proper shifts the attendance on these small playgrounds often runs into thousands per week.

WOMEN'S CLUB

A Women's club has been organised, with programs planned by the professors' wives of Shanghai College. One of the main objects of the club is to teach the women how to take care of their babies. Mrs. Kelhofer brought down a well planned baby exhibit, which has helped to demonstrate the proper care of the baby. In addition they have lessons in cooking, sewing, and reading. An Employment Bureau has had a good record, introducing several hundred men into different mills and factories. It has proved an indispensable mediator in the times of strikes.

EDUCATIONAL WORK

This consists of night school for factory workers, and day schools for boys and girls. Nearly 400 workers have been regularly enrolled in the night schools. Special text books have been prepared by Professor Webster, which are suited to the needs of the various workers, which enable some of them to learn enough English to be able to speak to their foreign employers and to receive orders in English from them. They also learn business arithmetic and such other sciences as will help them in their daily life and work.

The pupils in the girls' school number only thirty-eight. The limitation of class rooms, and the backward condition of girls' education among factory laborers, has prevented further enlargement. Girls a little over ten years old can earn two or three dimes a day, and so a great many girls of school age are found standing beside the machinery in the mills instead of in the class rooms. The boys of the district seem a little more fortunate, and 128 of them are enrolled in the school. With a donation of $100 (gold) from Mrs. Thomas W. Lamont, a long desired workshop was built for the boys, where manual training courses have been given. A school garden with flowers and vegetables of sorts, also the raising of chickens, pigeons, fish, and bees, has added to the culture and enjoyment of the pupils. A special class was organised for ragamuffins of the street, and taught by the pupils of the higher primary school; thus the help which they had received was passed on.

HOSPITAL AND DISPENSARY

The medical work of the Social Center has seen marked improvement and enlargement under the efficient direction of Doctor Decker. The number of inpatients in the dispensary showed an increase over the previous year of nearly 200 percent, rising from 2,886 to 7,649; the enumber of inpatients in the hospital increased from 277 last year to 386 this year. The Doctor pays a fine tribute in the report to the Chinese Hospital Staff, consisting of Dr. John C. Shen, resident physician, three graduate nurses, and three undergraduate nurses. Special acknowledgement is also made of the services of Dr. W. G. Hiltner, who has rendered valuable assistance to the work without charge.

Many of the patients are workers who were injured or made ill as a direct result of their work in the mills, due often to carelessness, or to unforseen causes. Industries all over the world are assuming the responsibility for such cases, and it is reassuring to notice that here also the factories are helping their employes while under treatment. Some of these are trained workers whose places cannot easily be filled, and their employers are ready and willing to go to the expense of getting them back in shape as soon as possible.

There are patients who are suffering from diseases for which the industry is in no way responsible, but who belong to the class of unskilled labor and low wages, whose places can be readily filled. They do not earn enough to secure treatment for themselves. Wealthy individuals or companies of philanthropic inclination are to be found among the industries interested in the industrial hospital. Anything that contributes to the health or happiness of the industrial community makes better and more contented laborers. Co-operation in such effort should make a great appeal to all well wishers of the poor.

The hospital premises and equipment have undergone considerable improvement during the year; but here too enlargement and increased efficiency are greatly to be desired, if the plant is to meet the needs of the community.

Visitors are always welcome at the Yangtszepoo Social Center and Hospital, and all who are interested should get a copy of the Fourth Annual Report, which is issued at a price of forty cents.

Paris Train Bandits, Trapped In Cafe, Die Firing At Crowd

Paris, July 30.—In a pitched battle this afternoon at the Terrasse Cafe, situated on one of the most frequented corners in Paris, two of three bandits who held up the Marseilles Express last Sunday were killed and a policeman was mortally wounded.

The third bandit had been captured a few hours before and told the police where to find the other two. Such, then, was the dramatic ending of a story in which all France had been deeply and feverishly interested.

The robbery was the boldest of a long series of railway hold-ups. In addition to rifling a large number of travelers on the train de luxe, the bandits killed a young Lieutenant of the French Army and wounded two others.

Since then the police of all France have been anxiously searching for the missing men, of whom they had fair descriptions. The newspapers made a great deal of the story, charging that the escape of the bandits was evidence of the incapacity of the police.

This morning a suspect of the name of Jacques Charrier, a Marseilles medical student, was arrested in Montmartre and taken to Police Headquarters, where, under the third degree, he confessed he was one of the bandits.

He told the police the other two would probably lunch at the Cafe Blanc, at the corner of the Avenue Wagram and Rue Faubourg St. Honore, not far from the Place d'Etoile, and in the most populous district.

Just after 1 o'clock, five inspectors of police in plain clothes approached the cafe. It was crowded within and on the terrace every table was taken. Hundreds of persons were near by on the street, having left their places of work during the noonday recess.

At a table on the terrace, the inspectors saw two men answering the description of the bandits. Leisurely surrounding the table, at a signal from their leader they called on the two men to throw up their hands.

Quicker than it can be told, the two men were on their feet, each with an automatic pistol going full blast.

Their first shot brought replies from the inspectors and for three minutes there was the fiercest sort of a fight at close range.

Other clients of the restaurant, leaving their lunch and their hats, jumped to their feet, upsetting tables and breaking dishes in a mad rush to get out of range.

When the shooting was over, one bandit lay dead on the ground, with ten bullets in his body, while his companion lay across the table, the blood from bullet wounds in his head mixing with food in the plate he had not had time to finish.

Inspector Turnier lay on the ground with two bullets through his stomach. A cordon of police was drawn about the spot, while Turnier was taken to Beaujon Hospital and the bodies of the bandits to the morgue.

The names of the dead bandits are given as Thomas and Bertrand, each of whom, police records show, had been several times convicted for robbery. The bodies were identified by Charrier as being those of his accomplices in last Sunday's hold-up.

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The expression "run-down" comes from the feeble action of an unwound clock, and the comparison is a good one. Applied to health it means a condition in which all the bodily functions are enfeebled. Appetite fails, the digestion is impaired, the nerves are impoverished, the complexion becomes pale, there is no animation, but rather worry and mental depression. Fatigue is a constant symptom.

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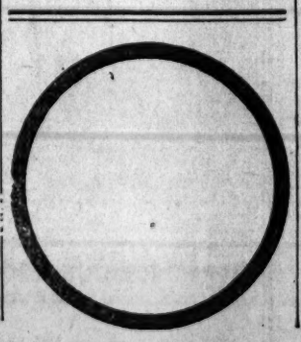

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(Continued from Page 22)

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7°—For further informations apply to Mr. P. LEGENDRE, Secretary, French Municipal Council.

Shanghai, 1st July, 1921.

P. LEGENDRE, Secretary.

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WANTED to rent, 10 to 15 rooms or more, with garden, in Bubbling Well Road, Carter Road or French town. Apply to Box 621, THE CHINA PRESS. 40989 S. 4

WANTED, small flat or house, unfurnished or partly furnished. Three rooms, kitchen and bathroom. Apply stating full particulars to Box 605, THE CHINA PRESS.

WANTED, American couple with two children, two small bedrooms, with board. Terms must be reasonable. Apply to Box 602, THE CHINA PRESS. 40940 S. 4

ANYONE, with private house in Western district, having a spare room which they would care to let with board, and use of telephone, to a Britisher of careful and quiet habits, please communicate with Box 599, THE CHINA PRESS. 40932 S. 7

Art of Java.

"BATIK"

A wonderful native secret process employed by the Javanese for making imperishable designs on silks for cushions, lamp-shades, handkerchiefs, ladies dresses, etc., now obtainable in Shanghai. Can be seen at 1 Yu Yuen Road. On exhibition at Hall & Holtz, at Ye Gift Shop, and at Squires. 40990

St. Joseph's Institute

School reopens Tuesday, September 6. The annex, 151 Route des Soeurs reopens Friday, September 16. 40827

Dr. JAMES YUKING

Specialist in the treatment of Venereal Diseases and Piles.
73 Nanking Road
(Between Honan & Shantung Rds.)

Piles guaranteed to be cured within ten days after one treatment without operation or pain. (Latest European methods of treatment.)
Office hours: 8-12 & 1-7 daily, or by appointment
Tel. C. 2127.

GENUINE LEATHER TRUNKS

40 percent cheaper than any place in town.

SPECIAL SALE
Aug. 26 to Sept. 9

We manufacture our own goods. Buy direct from us and save middlemen's profit

20% DISCOUNT
DURING SALE.
The China Trunk Emporium
78 North Szechuen Road
(corner of Range Road).
40663

LOST

LOST, one lady's silver cigarette case, on August 7th, near Weihaiwei and Yates Roads. Green and red gold bands and silver mesh chain. Reward if returned to China Ross Company, 6 Kiangse Road. 41016 S. 4

GODOWNS, TO LET

GODOWNS, part or whole, to let in central district. Apply to L. V. Lang, No. 8 French Bund. 41070

TO LET, godown space on Jinkee Road. Apply to Box 610, THE CHINA PRESS. 40964 S. 5

APARTMENTS

Speakin' 'bout cleanliness. Say! there ain't nothing this side of Holland like my house. Hate to talk about myself (that's why I advertise) but I'm that fussy, I actually have the tickings on the mattresses washed, and "it isn't being done" down "boardin' house" way. If you want to get homesick just get a look in my kitchen; then you'll understand why they "rave" about my chow have a double room, private bath (geyser) for two fellows or couple; immediate possession. Better look see. Elmont, 18 Quinsan Garden. 41037 S 4

TO LET, furnished or unfurnished flats or rooms with or without board, garage, garden, telephone. Apply 58 Ward Road, 9 a.m. to 5 p.m. 40994 S 9

TO LET, with board two single bedrooms very cheerful and nicely furnished, use of phone and tennis court, convenient, Western district. Apply to Box 628, THE CHINA PRESS. 41003 S 6

TO LET, with good board nice large bed-sitting room, extra wide sleeping porch, overlooking tennis lawn, suitable for two or three, select Western district, on car line No. 1. Apply to Box 629, THE CHINA PRESS. 41003 S 6

TO LET, opposite French park in private family, three unfurnished rooms with private bathroom; the kitchen can be used. Apply to Box 595, THE CHINA PRESS. 41049 S 7

WELL-FURNISHED one or two rooms with or without board in private home. F. 129 Bubbling Well Road, opposite Race Course. 41051 S 7

BOSTONIA, 61 Carter Road to let, September 5th, large room with verandah, suitable two persons. Garden, tennis. 41031 S. 9

TO LET, in Central district, furnished and unfurnished rooms and double rooms, with board and without. Thorne Road, No. 67 (Beyond fire house on Range Road, Tram No. 6). 40717 S. 4

NOTICE

The business formerly known as Hudford Garage will (from Sept. 1, 1921) be known as

HUDFORD MOTORS

without change of ownership or management.

Dodge & Seymour (China) Ltd. 40895

NOTICE

WE, WATSON'S MINERAL WATER COMPANY, a partnership having a place of business at No. 134 North Szechuen Road, Shanghai, China, HEREBY GIVE NOTICE that the following Trade Mark has been duly filed at His Britannic Majesty's Consulate-General at Shanghai aforesaid and also duly filed at the Branch Office of the Bureau for provisional registration of Trade Marks at the Chinese Custom House at Shanghai aforesaid thus protecting it from infringement. WE ALSO HEREBY GIVE NOTICE that legal proceedings will be taken against any person or persons or Company or Corporation infringing this Trade Mark. The Trade Mark consists of an eight pointed star with the letter "W" in the middle of it, the words "Trade Mark" in crescent shape over the top of the star and the words "Star Brand" in a straight line beneath the star. The following is a facsimile of the Mark:—

The Mark is printed or stamped and used on the letter paper, and stationery of the partnership, also on labels, corks, and bottles containing aerated waters of every description, including "Coca-Cola" or "Coca-Kola" or "Coco-Cola," prepared, manufactured, and supplied by the partners. The Mark is also used in connection with their advertising matter, etc.

Shanghai, the 12th day of August, 1921.

Watson's Mineral Water Company,
CHARLES PIENS,
Manager.
40395

OFFICES TO LET

TO LET, one office room 16 by 20, second floor, Canton Road. $35 per month, including light, water, and taxes. Apply to Box 616, THE CHINA PRESS. 40980 S. 4

EXCHANGE AND MART

FOR SALE, Studebaker Limousine in good condition, mechanically and otherwise. Owner leaving Shanghai. Apply to Box 650, THE CHINA PRESS. 41014 S 9

FOR SALE, ashwood stained twin beds, hair mattress, can be seen from 10-12 a.m. or 6 to 8 p.m., 594 Avenue Joffre. 41043 S 7

FOR IMMEDIATE SALE, Broadwood grand piano, drawing-room, bedroom, dining-suites, new dinner service, seen any time. 66 Sinza Road. 41045 S 9

WANTED to purchase baby's perambulator in good condition. Reply, stating condition and price, to Box 656, THE CHINA PRESS. 41052 S 4

DOUGLAS 2¾ h.p., 1920 model motor cycle, run less than 2,000 miles, mechanically perfect and recently repainted and overhauled, taels 350. Apply to Box 653, THE CHINA PRESS. 41046 S 4

SAFETY Razor Blades sharpened like new, three cents single, four cents double blades. Send your old blades to the Y.M.C.A. Barber Shop—"The Sanitary Shop," 120 Szechuen Road. 41071

FOR SALE, Barbed Wire. An excellent opportunity to obtain very serviceable material for fencing, etc., at a low cost. Apply L. V. Lang, No. 8 French Bund. 40061

FOR SALE, B. S. A. side car 1920 Model. Used only 3 months. Price Taels 150. Apply to Box 634, THE CHINA PRESS. 41010 S 7

STAMP CHEAP SALE, all kinds Asia stamps or China 1912 overprint 14 stamps $1.50, London print 17 $1; 18 $3.50, Peking print 19 stamps 0.70. Foolay Vong, 394 Lloyd Road. 41014 S 4

FOR SALE, 30 H.P. motor boat, length 36', width 9', height 6' Body all teakwood. Price for cash sale Tls. 450. Please apply to Box 622, THE CHINA PRESS. 40993 S 8

WANTED, machine for making carbonic acid gas for aerated water factory. Apply to Box 623, THE CHINA PRESS. 40996 S 6

TO SELL, for 750 Taels or best offer, Ford car, two seater, in excellent running order, complete with tools, new battery, speedometer, only run 7 months by foreigner. Best opportunity to get a dependable car at a low cost. Apply to Box 534, THE CHINA PRESS. 40779 S. 9

PROFESSIONAL

CHINESE LADY TEACHER, for Mandarin and local dialects. Terms moderate. Apply to Box 583, THE CHINA PRESS. 40892

ENGLISH LADIES give lessons English, shorthand, typewriting, music. Miss Ryan, 1 Ferry Road, Telephone West 1987. 40852

ENGLISH LESSONS wanted by a Russian lady. Can converse and write English a little, state terms and time available to Box No. 633, THE CHINA PRESS. 41009 S 6

TWO YOUNG LADIES wish to have pupils for dancing lessons. Apply to Box 637, THE CHINA PRESS. 41013 S 9

RUSSIAN LADY requires pupils for piano lessons, also for the Russian language. Apply Hotel Yih Ping Shang, Room No. 59. 40970

CHINESE desires English conversation lessons, either from a foreign lady or gentleman. Reply to D. F. Kaung, 36 Nyi Loong, West Gate, Shanghai. 40901 S.7

PROF. G. Zalsman, No. 51B Kiangse Road. Singing lessons, English, French, German and Italian repertoire. Coaching for accompanists. 40764 S 26

SITUATION VACANT

WANTED, architect or experienced architectural draftsman. Permanent position with high pay for the right man. Apply to Box 655, THE CHINA PRESS. 41050 S 10

WANTED, stenographer experienced in taking dictation and general office filing. Apply, giving experience and salary required, to Box 658, THE CHINA PRESS. 41054 S 6

WANTED, a teacher to teach French for a Chinese private school two hours daily in the afternoon from 1.30 to 3.30, five days a week. Apply, stating nationality and salary expected, to Box 662, THE CHINA PRESS. 41058 S 8

WANTED, by British firm highly competent Chinese steno-typist. Thorough knowledge of English essential. No second rate man need apply. Reply to Box 654, THE CHINA PRESS. 41048 S 4

WANTED, immediately an English or American instructor in English (male or female), salary $140 per month. Apply to Cantonese Commercial Academy, 569 Chu Kiang Road, Hongkew. 41004 S. 4

WANTED a clerk, must be competent stenographer with some knowledge of booking, apply to Box 645, THE CHINA PRESS, stating experience and salary expected. 41027 S. 6

CHINESE LACE MAN wanted to establish factory in Swatow for the manufacture of laces and embroideries. Only experienced men with financial backing need apply. Apply to Box 642, THE CHINA PRESS. 41024 S. 9

WANTED, by a large Chinese firm, one experienced accountant, 2 bookkeepers, 2 steno-typists and clerks (All Chinese). Reply stating experience and salary expected. Apply to Box No. 613, THE CHINA PRESS. 40971 S. 8

WANTED, by an American Export house, a first-class silk compradore. Excellent opportunity for high class man with experience and financial backing. Reply to Box 618, THE CHINA PRESS. 40985 S. 4

STENOGRAPHER WANTED, for general and secretarial work. Apply stating experience, college, etc., to Box 620, THE CHINA PRESS. 40988 S. 4

COMPRADORE WANTED, by a British firm with an established business. Partnership if desired. Only competent men need apply. Give full particulars as to connections, etc., and state salary required. Apply to Box 580, THE CHINA PRESS. 40886

WANT a first-class steno with experience in an import and export house. Apply to Box 582, THE CHINA PRESS. 40890 S.4

MISCELLANEOUS

WANTED, to lease floor for bank premises situated within area bounded by The Bund, Kiangse Road, Ningpo Road and Canton Road. Reply, sending full particulars to Box 639, THE CHINA PRESS. 41055 S 7

WE undertake to clean typewriters, once a month, $1 a machine. Also repairing. Sam Lim Typewriting and Shorthand Institute, 125 Cunningham Road. 41060 S 6

WANTED, AGENCY (marine) of reliable British or American Insurance Company for Chefoo. Advertiser can guarantee good returns provided terms are reasonable and competitive. Only firms actually interested need reply. Apply to Box 320, THE CHINA PRESS. 40758

HOUSES WANTED

WANTED, one furnished house or flat of four or five rooms for occupation as soon as possible. Central locality preferred. Apply to Box 664, THE CHINA PRESS. 41062 S 10

WANTED, 5-roomed house with tennis court by American couple, furnished or unfurnished. State terms to Box 665, THE CHINA PRESS. 41066 S 4

A MODERN FIVE ROOMED furnished house in Western district or French concession from October 1st. Apply to Box 657, THE CHINA PRESS. 41046 S 4

ABOUT 4 ROOMED house, furnished or unfurnished, vicinity Range Road or Central, willing to take over furniture if reasonable. Apply to Box 625, THE CHINA PRESS. 40999

YOUNG ENGLISHWOMAN, quiet disposition, wants unfurnished room with bathroom, near Central, for October. Apply to Box 626, THE CHINA PRESS. 41000 S 4

WANTED, by American couple, without children, October 1st to April 1st, or longer, completely furnished 4 to 7 room house or apartment, modern improvements; French or Western, general manager U. S. Testing Co., Inc. 10A Hongkong Road, or West 1869. 41002 S. 6

WANTED, after September, a furnished or unfurnished house in Western district or French concession. Address C. T. Beath, 1B Kiukiang Road. 41034 S. 8

WILL SOMEONE who has a furnished or unfurnished house of 5 or 6 rooms to rent, within the next three months, in the Northern or Central districts, or in Carter Road, kindly answer this advertisement. Apply to Box 330, THE CHINA PRESS 41005 S. 4

WANTED, early November for 4 or 5 months, furnished 4 to 5 roomed house or flat. Western district or French Concession. Apply to Box 643, THE CHINA PRESS. 41025 S. 4

HOUSE of at least 6 rooms wanted, between now and 1st January. Rent up to Tls. 250 per month. Apply to Box 597, THE CHINA PRESS. 40916 S. 14

WANTED, by American couple, to rent a modern residence, preferably furnished, must have garden and garage. Reply giving particulars to Box 598, THE CHINA PRESS. 40921 S. 7

HOUSES TO LET

TO LET, 6-roomed house 19B Connaught Road, to be seen from 5 to 6 p.m. 41063 S 7

TO RENT modern house, furnished or unfurnished, completely furnished, all improvements, garage, telephone, from October 1 or November 1. Apply China Jewellery, 2B Broadway. 41044 S 6

HOUSE, 6 rooms, fully furnished, French town, lawn, garage. Lease 17 months. Furniture must be taken over. Vacant October 1st. Apply to Box 648, THE CHINA PRESS. 41033 S. 4

TO LET, 8-roomed house. Hongkew district. Cheap rental, furniture to be taken over. Please apply to Box 609, THE CHINA PRESS. 40963 S. 1

TO LET, house with seven large rooms with bathrooms attached, facing south, in central locality, near tram lines; for further particulars apply to Box 590, THE CHINA PRESS. 40905 S. 6

TO LET, 5-roomed house with two bathrooms and servants quarter, Western district, suitable for couple. Reasonable rental. Furniture and fixtures to be taken over at Taels 1,500, occupancy October 1st. Please apply to Box 591, THE CHINA PRESS. 40908 S.7

SITUATIONS WANTED

AMERICAN desires affiliation with reliable concern. Over ten years general business experience, including sailing and accounting. Thoroughly competent as chief accountant, office manager or auditor. Apply to Box 663, THE CHINA PRESS. 41061 S 7

WANTED, immediately, half-day position by competent stenographer, either permanent or temporary. Apply to Box 661, THE CHINA PRESS. 41057 S 7

ENERGETIC young man seeks position, knowledge—banking, export, import, shipping. Outports no objection. Apply to Box 666, THE CHINA PRESS. 41069 S 10

COMPETENT ARCHITECT, 35, Hout., facile designer and detailist, effective prespectives, 11 years experience, open for engagement, salary $500. Apply to Box 657, THE CHINA PRESS. 41053 S 7

LET the Y.M.C.A. Employment Department help you find the right man for the next vacancy in your office. Fifteen years of experience, hundreds of satisfied employers. Address Mr. C. C. Hsu, Employment Secretary, No. 120 Szechuen Road, Shanghai, or phone Central 5200. 41072

A QUALIFIED NURSE, returning to England is prepared to look after a patient or child to England, or part of the journey, in return for passage. Reply to Box 560, THE CHINA PRESS. 40830

EXPERIENCED PORTUGUESE BOOKKEEPER requires position. Good references. Please apply to Box 632, THE CHINA PRESS. 41008 S. 10

IMMEDIATELY by experienced Chinese as junior assistant or typist. Apply to Box 627, THE CHINA PRESS. 41001 S 9

BRITISHER, married, with good experience in banking, shipping, import, export, and accounts is open for engagement. Has good executive ability and good connections with Chinese clients. Can furnish excellent references. Apply to Box No. 615, THE CHINA PRESS. 40978 S 8

AN EXPERIENCED young lady, seeks position as steno-typist, with knowledge of filing and coding. Salary no object. Apply to Box 608, THE CHINA PRESS. 40962 S. 5

WANTED position as chief bookkeeper by an experienced Portuguese, disengaged 1st October. A.1. references as to honesty, ability and character. Very useful in all round office routine and also can type. Salary no object. Apply to Box 594, THE CHINA PRESS. 40913 S. 14

LOST OR STOLEN

$20 reward. Stolen from 24 Route Pere Robert, a half-Persian pet tabby cat between 11 a.m. Sunday and 5 a.m. Monday, August 29. In splendid condition. Any information thankfully received at the above address. 41039 S 6

GODOWNS WANTED

STORE WANTED, a suitable store for tailoring business will be wanted either on Nanking Road, Broadway, or Szechuen Road. Is there any one who can recommend us a store? Apply to Box 631, THE CHINA PRESS. 41007 S. 6

WANTED, to rent a godown, having about 5,000 square feet, must have fair location, and be in good condition. Apply to Box 592, THE CHINA PRESS. 41019 S. 7

APARTMENTS

Connaught House
8 Quinsan Garden
vacant 22nd August. One large room with bathroom. Full board.
Board and Residence
Apply Mrs. G. POLLOCK.

FRONT ROOM to let, with bathroom and verandah (full board). Apply 14 Quinsan Garden.

TO LET, two small rooms with full board. Bubbling Well Road. Apply to Box 641, THE CHINA PRESS.

ORIENTAL HOUSE,
31 Boone Road.
One large room and one large attic facing garden and also small room. Hot and cold water bath attached. Suitable for married couples or bachelors. Moderate prices. Table under the personal supervision of the American proprietress. Tel. North 1102. 40857

TO LET, a well-furnished room with board, verandah and separate bathroom. 65 Route Vallon, near French Park 41036 S 10

TO LET, from 1st September, one large airy room, with board, suitable for married couple or two bachelors, apply 5 Young Allen Terrace. 41041 S 7

VACANT small room, bathroom attached, suitable for bachelor, $110 with board in French family, Yates Road. Apply to Box No. 651, THE CHINA PRESS. 41042 S 7

ONE well-furnished room with board, verandah, bathroom, moderate terms, immediate occupation. Apply 6a Hongkong Road, flat C., from 3 to 6 p.m. 40995

TO LET, with private American Trams stop in front of door, 312 family, single and double rooms, good table $75 to $100 per month. verandah, private bath, geyser, Avenue Joffre. Telephone C. 3255. 40221

TO LET, two small rooms, and one big with verandah and private bath. Mrs. T. Dontsoff 18 Range Road. 41012 S 6

TO LET, a flat of two large rooms with board, closed in verandah, bathroom attached. Also small room. Apply 19 Nanzing Road. 41006 S 9

TO LET, with good board and attendance, one large well furnished front double bedroom suitable for two persons, select location, Western district. Apply to Box 561, THE CHINA PRESS. 40824

LARGE FURNISHED ROOM, with private bath (geyser) and verandah. Very good board and attendance. Call personally. 28 Carter Road. 40982 S. 6

TO LET, elegant furnished flat, with or without board, 19 Connaught Road, corner Ferry Road, West 2432. 40963 S. 8

TWO ROOMS with board, with an American private family in Wayside district. Apply to Box 607, THE CHINA PRESS. 40961 S. 4

CENTRAL, in well appointed flat, furnished rooms, with verandahs facing south, for gentleman only. Board if required. Hot and cold water, telephone, lift. Apply to Box 569, THE CHINA PRESS. 40840 S 4

WELL-FURNISHED ROOM, with excellent board, to let at No. 103 Bubbling Well Road, phone West 805, or call personally. 40829 S. 4

TO LET, well-furnished room with board, verandah and bathroom attached, in private family, suitable for couple. Quinsan district. Apply to Box 562, THE CHINA PRESS. 40832 S. 4

EXCHANGE AND MART

WRIGHT & BELYEA have only a few more Stock Motor boats on hand. Owing to having bought these boats at a very favorable exchange we are offering them at 50 per cent less than they can be duplicated for. Now is your opportunity. Prices to suit you. Woosung and 8 North Honan Road. Tel. North 295. 40958

TYPEWRITER FOR SALE, L. C. Smith wide carriage. Cheap if sold quickly. Address Box 668, THE CHINA PRESS.

FOR SALE, Maxwell two seater, in perfect running order. Apply to Box 667, THE CHINA PRESS. 41076

FOR SALE, one large Roamer touring car, in perfect order, driven by owner. Newly painted and completely overhauled, engine quaranteed. Will stand any demonstration. Apply to China Ross Company, 6 Kiangse Road. 41016 S. 6

FOR SALE, Scripps Booth roadster. Just repainted and overhauled; all tyres new; new battery. Machine very little used and in A1 condition. Price Tls. 1,000. For further particulars, apply to Box 629, THE CHINA PRESS. 41018 S. 6

MOTOR CAR BARGAIN, Buick 5 passenger touring car, fully equipped, wire wheels, new tire and tube as spare. Car just like new. Driven less than 2,000 miles. Insured for nine months. Quick sale necessary. Owner going home. Will sell on terms to responsible party. Apply to Box 644, THE CHINA PRESS. 41026 S. 14

BLACK WALER GELDING, a very strong horse up to any weight, with saddle, bridle and two rugs, good paces and quiet to ride. Apply to Box 646, THE CHINA PRESS. 41028 S. 6

BUICK 6 cylinder roadster, wire wheels, spare wheel and tyre, recently overhauled and all parts nickelled, in perfect condition and splendid running order. Tls. 2,000 or offer. Apply to Box 647, THE CHINA PRESS. 41028 S. 6

FOR SALE, Bebe Peugeot, two seater in good running order. Price $600. Please apply to 52 Bubbling Well Road. 41022 S. 4

WANTED, to purchase teakwood houseboat. Please apply, stating particulars, to Box 577, THE CHINA PRESS. 40879

ONE second-hand Allen 4-cyl. 5 seater, touring car in good condition, at reasonable price. Demonstration from 12 noon to 2 p.m. and 5.30 to 7 p.m. Apply to Mr. B. Gershgorn, 307 Avenue Joffre. 40965

POULTRY. Wanted to buy 1921 Brood of Barred Plymouth Rocks, Rhode Island Reds, and Spangled Hamburgs. Apply stating cost to Box 606, THE CHINA PRESS. 40959

FOR SALE, glass; about 6,000 square feet, wire-reinforced, ribbed one side, size 12" by 18" by ¼" thick. Inquiries to Box 611, THE CHINA PRESS. 40966

FOR SALE, brand new 12-bore B. S. A. hammerless sporting gun with cleaning outfit and case. Tls. 120. Apply to Box 614, THE CHINA PRESS. 40972 S. 8

WANTED, one mow or so of land, in either French Concession or International Settlement, within three miles of the Bund. State measurements and price. Apply to Box 617, THE CHINA PRESS. 40981 S. 4

SAXAPHONES: new and second-hand of best French and American manufacture. Each complete with case and guaranteed; for further particulars, apply C. F. Kelley, Carlton Cafe. 40967 S. 8

WANTED, several Underwood typewriters; must be in good condition; either originals or rebuilts; must be model 5 with two-colour ribbon and back-spacer. Submit offers to Box 619, THE CHINA PRESS. 40986 S. 4

WANTED, to buy a piece of land about 1 or 2 mow along Peking Road, between Kiangsi and Chekiang Roads, facing south. Apply with particulars, to Box 603, THE CHINA PRESS. 40942 S. 7

NEW MOUTRIE PIANO for sale, may be seen at 650 Avenue Joffre between 3 and 5 any afternoon. 40919 S. 4

FOR SALE, Bentley's Codes, complete new edition, only $20 each. Pocket edition (complete), $15 each. A few copies only at these reduced prices. Apply to Box 568, THE CHINA PRESS. 40839 S 4

How the Little Old WISE Man Brought Trade to the Dressmaker

DRESS MAKING
ENQUIRE WITHIN
WELL-HERE'S A CASE FOR ME!
WISH BUSINESS WAS BETTER, WHAT CAN I DO TO IMPROVE IT, LITTLE MAN?
DON'T DEPEND ON LUCK! JUST PUT THIS SIGN ALONE, PLACE A LITTLE AD IN THE PAPER, NAMING REASONABLE TERMS FOR CERTAIN KINDS OF WORK, TRY IT!
INSERT THIS IN YOUR PAPER PLEASE...
I READ YOUR LITTLE AD AND I WISH TO HAVE YOU MAKE ME A PARTY GOWN. THIS IS MY CARD.

Chinese and Foreign Banking Announcements

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Reserve Fund 3,600,000
Reserve Liability of Shareholders £3,000,000

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L. ARDAIN, Manager.

The Exchange Bank of China

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41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabes."

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T. TSENG, Manager

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £2,500,000
Silver $21,500,000

Reserve Liability of Proprietors $15,000,000

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Hankow	Manila	Tsingtao
Harbin	Nagasaki	Vladivostock
Iloilo	New York	Yokohama
	Peking	

London Bankers:
London County Westminster and Parr's Bank Ltd.

Shanghai Branch: 12 The Bund
Sub-Agency: 9 Broadway
Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.
Local Bills Discounted
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

G. H. STITT,
Manager.

Russo-Asiatic Bank

Roubles.
Capital (fully-paid) . 55,000,000
Reserve Fund 26,960,000
Capital Contributed by Kup. Tls.
Chinese Government 3,500,000
Reserve Fund 1,750,000

Head Office:
Paris, 9 Rue Boudreau
London Office:
64 Old Broad Street, E. C. 2.

Bankers:
London: Messrs. Glyn, Mills Currie & Co.
Paris: Societe Generale pour favoriser le developpement du Commerce et de l'Industrie en France.
Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le developpement du Commerce et de l'Industrie en France.
Milan: Credito Italiano.
Rome: Banco di Roma.
New York: The Irving National Bank.

FAR EASTERN BRANCHES:

Bombay	Harbin	Shanghai
Chanchun	Hongkong	Tientsin
Chefoo	Manchouli	Urumtchi
Dairen	Kashgar	Vladivostock
Hailar	Newchwang	Yokohama
Hankow	Peking	Kobe

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars. Terms on application. Local Bills discounted.
Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.
Count L. Jezierski,
General Manager.
Th. de Krzywossewski,
Manager.

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale de Belgique
(THE BELGIAN BANK)
Paid up Capital Frs. 50,000,000
Reserves Frs. 15,978.00

Head Office: BRUSSELS
London Office, 2 Bishopsgate, E.C.2
Paris Office: 2 Place de la Bourse
Branches: Cologne, Bucharest, Alexandria, Tantan, Cairo, Peking and Tientsin.
Agents:
(1) Manchester, 31 Mosley Street
(2) New York, 22 William Street

President:
JEAN JADOT
Gouverneur de la Ste Gle de Belgique

Correspondents in all important cities of the world

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangements
Every description of banking and exchange business transacted.

L. STRAETMANS,
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours 10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

The Bank Of Canton, Limited

Incorporated 1912

Capital paid up £120,000.00
Reserved fund HK. $400,000.00

HEAD OFFICE
No. 6 Des Voeux Road, Hongkong

SHANGHAI OFFICE
No. 2 Ningpo Road.

BRANCHES AND AGENCIES

Canton	Bangkok	S. Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

WONG WEN-KUANG,
Manager.

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital .. $2,500,000.00
Reserve Fund $500,000.00

Head office: Shanghai
Peking and Kiangse Roads.
Tels: Manager's Office: Cen. 2650
General Office: Cen. 2613 & 2614

Branches
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, Paris, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit granted on approved securities.

Savings accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

SHEN CHU HSU, Manager.
SHU CHIN MIH, Sub-Manager.
Y. S. TUNG, Acting Sub-Manager.

滙海實業銀行
Hwei Hai Industrial Bank, Ltd.

Founded and organised by Chang Chien and Chang Cha 1919

Head Office:
NANTUNGCHOW
Shanghai Branch:
22 KIUKIANG ROAD

Capital $1,000,000

Tels: Manager's Office Cen. 5808
General Office: Cen. 5802

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars according to arrangement.

Credit granted on approved securities.

Savings accounts—4% per annum.

Every description of banking business transacted.

International Banking Corporation

Capital, Surplus & Undivided Profits G.$14,000,000

OWNED BY
THE NATIONAL CITY BANK OF NEW YORK.

Head Office:
60 WALL STREET, NEW YORK

London Office: 36 Bishopsgate E. C.
Lyons Office: 27 Place Tologan
San Francisco Office:
232 Montgomery Street

Branches

China		Rangoon
Canton		Japan
Hankow		Kobe
Harbin		Yokohama
Hongkong		Java
Peking		Batavia
Shanghai		Sourabaya
Tientsin		Panama
Dominican Republic		Colon
Barahona		Panama
Puerto Plata		Philippine Island
San Francisco de Macoris		Cebu
San Pedro de Macoris		Manila
Sanchez		Spain
Santiago		Madrid
Santo Domingo		Barcelona
India		Straits Settlements
Bombay		Singapore
Calcutta		

BRANCHES OF
THE NATIONAL CITY BANK OF NEW YORK

Argentina	Cuba
Buenos Aires	Havana and 22 branches
Rosario	
Belgium	England
Antwerp	London
Brussels	Italy
Brazil	Genoa
Bahia	Peru
Pernambuco	Lima
Porto Alegre	Porto Rico
Rio de Janeiro	Ponce
Santos	San Juan
Sao Paulo	South Africa
Chile	Cape Town
Santiago	Uruguay
Valparaiso	Montevideo
Colombia	Venezuela
Barrenquilla	Caracas
Bogota	
Medellir	

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

N. S. MARSHALL, Manager.
1a Kiukiang Road.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital $60,000,000.00
Paid-Up Capital $12,279,800.00
Reserve Fund $1,298,522.60
Special Reserve Fund $1,898,893.62

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifeng	Hankow
Chanchun	Wuhu	Ichang
Antung	Anking	Changsha
Dairy	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtao	Yangchow	Chungking

Foreign Correspondents:
London, Paris, New York, San Francisco, Tokio, Osaka, Yokohama.

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG.
Manager.

Shanghai, 15th February, 1919.

Kincheng Banking Corporation
金城銀行

Sanctioned by Ministry of Finance and registered in Ministry of Agriculture and Commerce in accordance with Banking and Company Laws.

Authorised Capital ..$5,000,000
Paid-up Capital $4,500,000
Surplus ..... $ 360,000

Head Office: Tientsin

Branches and Sub-Branches: Peking, Tientsin, Shanghai, Hankow, Nanking and Peng-pu.

Correspondents in all important places of the world.

President: Chow Tso Ming.
Manager, Shanghai Branch: S. Y. Tien.
Sub-Manager, Shanghai Branch: C. C. Woo.

Every description of Banking Business transacted.

Savings Accounts kept in Tientsin and Shanghai Offices.

Cable Address. "Kincheng" Shanghai

Tel. Nos:
General Office: C. 2360
Managers' Office: C. 1350
Foreign Dept. C. 3449.

Nederlandsche Handel Maatsc happij

(NETHERLANDS TRADING SOCIETY)
Established 1824.

Paid-up-Capital: Guilders 80,000,000 (about £6,666,666)
Reserve Funds: Guilders 17,353,234 (about £1,446,107)
Special Reserve: Guilders 25,160,000 (about £2,096,666)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM

Branches

Ban Ajermasin	Pekalongan
Bandoeng	Palembang
Bombay	Penang
Calcutta	Pontiana
Cheribon	Rangoon
Djember	Semarang
Djokjakarta	Singapore
Hongkong	Soerabaya
Kobe	Soerakarta
Kota-Radja	Tebing-Tinggi
Langsa	Tegal
Makassar	Telok Betong
Medan	Tjilatjap
Padang	Weltevreden

London Bankers
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

M. J. HERBSCHLEB,
Acting Manager.

東亞銀行
The Bank of East Asia, Ltd.

Shanghai Branch:—30 The Bund

Authorised Capital $10,000,000.00
Paid up Capital $5,000,000.00

Head Office: Hongkong
London Bankers: The London Joint City & Midland Bank, Ltd.

Every description of banking and exchange business transacted
Loans granted on approved securities
Fixed and current deposit accounts opened on terms according to arrangement.

RUE CHENG,
Acting Manager.

The Chekiang Industrial Bank, Ltd.

Established 1908

Capital $1,000,000.00
Reserve Fund .... $ 188,816.00
Undivided Profits .. $ 71,080.00

Head Office and Branches:
Hangchow, Shanghai, Haimon and Lanchi.
Domestic Agencies:
Throughout CHINA'S principal Cities.
Foreign Correspondents:
London, Paris, Rotterdam New York, Chicago, San Francisco, Hamburg, Berlin, Tokyo. Kobe, Yokohama, Osaka, Hakodata, Seoul, Fusan and Hongkong.

Interest allowed on Current Accounts and fixed Deposits according to arrangements.

Saving Accounts at 4% compound interest.

Every description of Banking and Exchange transacted.

LI MING,
Manager.

SHANGHAI BRANCH,
U39 Peking Road.
Tel. C. 3145, Manager's Office
C. 2147, General Office
Cable Address:
"CHINDUBANK" Shanghai.

SINO-ITALIAN BANK

Aut. Cap. Silver Dollars. 4,800,000
Aut. Cap. Gold It. Lire 16,000,000
Paid up Capital ..Silver $1,200,000
Paid up Cap. Gold It. Lire 4,000,000
Branches: Peking, S'hai, Tientsin
Bankers:
Italy: Credito Italiano, Banca Italiana di Sconto, Banco di Roma.
London: Credito Italiano, National Provincial and Union Bank of England, Ld., Glyn Mills and Currie.
France; Credit Commercial de France.
United States: Credito Italiano, Equitable Trust Company.
Canada: Canadian Bank of Commerce.
South America: Banca Italo Belga.
Switzerland: Banca Unione di Credito.

Current, fixed and savings accounts carried in Taels, Dollars, Sterling, U.S. Gold, Italian Lire, Francs and other currencies. Terms on application.

General banking business transacted. Special facilities for Italian exchange.

Telegraphic Address: Banksinit SHANGHAI. No 16 Kiukiang Rd Tel. C. Nos 5090 and 5091.

G. GIACHING; SHU LING,
Managers.

Chung Foo Union Bank

(Established in 1917)
Statutes approved by the Government in 1919
Head Office: TIENTSIN

Subscribed Capital $2,000,000.00
Paid-Up Capital $1,500,000.00
Reserve Fund ..... $ 124,000.00

Managing Director: T. Clarence Sun
Deputy Managing Director: Nieh Chi-wei

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang	Yokohama
Shanghai	Soochow	Changsha	Chicago
Peking	Wusieh	Shasi	Philadelphia
Hankow	Hsuchow	Wuhu	Seattle
Nanking	Ningpo	London	Baltimore
Yangchow	Shaoshing	New York	Cleveland
Hangchow	Canton	San Francisco	Detroit
Pengpu	Hongkong	Boston	Buffalo
Changchun	Changteh	Tokio	Pittsburgh
Antung	Chengchow	Osaka	Montreal
Kiukiang	Tsinkiangpu	Kobe	St. Louis
		Cincinnati	

And also in other principal cities in foreign countries.

Shanghai Branch:
8441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits, in taels, dollars, and other currencies according to arrangement.

Credits granted on approved securities.

Y. B. Sun, Manager
T. D. Zar, Sub-Manager

PARK-UNION FOREIGN BANKING CORPORATION

Capital G.$4,000,000
Surplus and Undivided Profits G.$621,000
HEAD OFFICE, 56 WALL ST., NEW YORK
BRANCHES:
SAN FRANCISCO SEATTLE
TOKYO PARIS YOKOHAMA
CANADA—400 branches of the Union Bank of Canada
Shanghai Branch: 7 Kiukiang Road, Tel. C. Nos. 5874 & 5875.
CURRENT & FIXED DEPOSITS
Accepted in Taels, Mexican Dollars, U. S. Dollars, Canadian Dollars, Sterling, on Application.
Every description of banking and exchange business transacted.

F. V. REILLY,
Manager.

The Shanghai Commercial & Savings Bank, Ltd.

Head Office: 9 Ningpo Road

Capital $2,500,000.00
Reserve $380,000.00

Every description of modern banking and exchange business transacted—Personal, National & International.

Branches and Agencies:
In principal cities throughout China.
Foreign Correspondents:

London	New York	Yokohama
Paris	Chicago	Tokyo
Marseilles	Seattle	Osaka
Amsterdam	San Francisco	Manila
Berlin	Singapore	

Cable Address: "COMSAVBANK"

K. P. CHEN,
General Manager.

中南銀行
CHINA & SOUTH SEA BANK, LTD.

Authorized Capital: $20,000,000
Paid-up $ 5,000,000

4 Hankow Road, Shanghai.

Every kind of banking business transacted. Agents and correspondents all over the world.

Telegraphic Address: Chinasosea

Tel. Nos. | *Managing Director*: C 632 | *Foreign Exchange*: C. 3099

Y. Hou,
Managing Director.

Sailed from Shanghai

FOR SAN FRANCISCO

Nile	Aug.	8
China	Aug.	12
Ecuador	Aug.	16
Taiyo Maru	Aug.	17
Shabonee	Aug.	30
Siberia Maru	Aug.	30
West Islip	July	25

FOR VANCOUVER

Emp. of Russia	Aug.	21
Monteagle	Aug.	27

FOR SEATTLE

West Ivis	Aug.	5
Suwa Maru	Aug.	6
Silver State	Aug.	17
Edmore	Aug.	27
Fushimi Maru	Aug.	28
West Ison	Sept.	2

FOR TACOMA

Manila Maru	Aug.	6
Africa Maru	Aug.	30

FOR PORTLAND

West Kader	Aug.	3
West Keats	Aug.	17
Montague	Aug.	27

FOR NEW YORK

Bellflower	Aug.	8
Esther Dollar	Aug.	9
Lyons Maru	Aug.	16
Havre Maru	Aug.	25
Atreus	Aug.	26
City of Canton	Sept.	2

FOR LONDON

Kalyan	Aug.	2
Gothic Star	Aug.	5
Kasama	Aug.	9
Kleist	Aug.	10
Teiresias	Aug.	11
Mishima Maru	Aug.	16
Gothic star	Aug.	25
Manela	Aug.	25
Sado Maru	Aug.	29
Glenade	Aug.	30
Calchas	Aug.	31
Keemun	Sept.	1
Kashmir	Sept.	2

FOR LIVERPOOL

Cyclops	Aug.	14

FOR COPENHAGEN

Peru	Aug.	5
Afrika	Aug.	11

FOR HAMBURG

Dryden	Aug.	12
Himalaya Maru	Aug.	15
Tottori Maru	Aug.	19

FOR MARSEILLES

Com. Ramsel	Aug.	6
Porthos	Aug.	13

FOR TRIESTE

Trieste	Aug.	30

FOR CALCUTTA

Japan	Aug.	3
Arratoon Apcar	Aug.	17
Tanda	Aug.	26

FOR BOMBAY

Dunera	Aug.	16

Commercial Bank of China

Head Office: SHANGHAI

	Sh. Tls.
Subscribed Capital ...	5,000,000
Paid-Up Capital	2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:—
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

The Chinese American Bank of Commerce

Established by American and Chinese Capitalists under Special Charter of the Government of China April 12th, 1918.

Authorised Capital G.$10,000,000
Paid-up Capital 5,000,000

HEAD OFFICE: PEKING.
Branches:
Hankow, Harbin, Manila, Peking, Shanghai, Shihkiachwang Tientsin, Tsinan.

Correspondents throughout the world including the interior of China.

The Bank receives deposits; grants loans; issues drafts and makes telegraphic transfers; buys and sells foreign exchange; issues commercial and circular letters of credit; collects bills, checks and other documents; and does other general banking business.

Shanghai Branch:
No. 11A Nanking Road.
Telephone Nos. Central 5841, 5842 and 5843.
E. KANN, Manager.
LOUIS SHEN, Assistant Manager.
SOOYII K. SHEN, Assistant Manager.

Bank of Communications

Specially authorised by Presidential Mandates of April 7th, 1914, and October 31, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China
Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
14 The Bund.
Interest allowed on both Current and Fixed Deposit Accounts Credit granted to approved securities, and every description of Banking and Exchange business transacted.

Y. M. CHIEN, Acting Manager.

The Industrial Development Bank of China

SHANGHAI BRANCH
Authorised Capital ..Max $5,000,000
Paid Up Capital $1,000,000

Authorised by the Ministry of Finance at Peking, and operated in accordance with the Rules and Regulations for Industrial Banks.

Domestic Exchange transacted, credit granted on securities, interest allowed on current account and fixed deposits, Bills discounted, specie bought and sold, and banking and exchange business of every description transacted, Special Savings Department.

Agencies at Soochow, Wusih, Chinkiang, Nanking and Hsuchow (Kiangsu), Hangchow, Kashing, Hsuchow, Shaoshing, Ningpo, Wenchow and Haimen (Chekiang), Anking, Wuhu, Pangfou (Anhui), Nanchang, Kiukiang (Kiangsi), Hankow and Ichang (Hupeh), Changsha (Honan), Foochow and Amoy (Fukien), Swatow, Canton and Hongkong (Kuangtung), Tientsin (Chihli), Tsinafu (Shantung), Mukden Yingkow, Dairen, Changchun, and Harbin (Manchuria). Where agencies are not yet established the Bank of China will be requested to act as agent.

Head Office: 4, Heiboyen, Peking.
Zah Yung-jei, Manager.
Chen Ting-hai, Sub-Manager.
Shanghai Branch, 16, Peking Road.

-:- Financial And Commercial News -:-

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

Stock Banks	Quotations Closing
H. K. and S. B.	$720 B.
Chartered	£71⅛
Russo-Asiatic	Rs. 250
Marine Insurances	
Canton	H.$405 B.
North China	Tls. 144
Union of Canton	Tls. 230
Yangtsze	$25 B.
Far Eastern Ins.	Tls. 22½ B.
Fire Insurance	
China Fire	H.$122 B.
Hongkong Fire	H.$325 B.
Shipping	
Indo-China Def.	H.$287 S.
Indo-China Pref.	H.$38 B.
"Shell"	401
Shanghai Tug ord.	Tls. 86½ B.
S'hai Tug Pref.	Tls. 86 B.
Mining	
Kalping	Tls. 24
Oriental Cons.	17/-
Raub	H. $1 B.
Docks	
Hongkong Dock	H.$190 B.
Shanghai Dock	Tls. 122½
New Eng. Works	Tls. 11¾ B.
" Pref.	Tls. 4.45 B.
Wharves	
Shanghai Wharf	Tls. 140 B.
Hongkong Wharf	H.$90½ Sa.
Lands and Hotels	
Anglo-French Land	Tls. 81 B.
Shanghai Land	Tls. 77½ B.
Wesbaiwei Land	Tls. 3
S'hai Hotel, Ltd.	Tls. 67½ B.
China Realty ord.	Tls. 50
China Realty Pref.	Tls. 50
Cotton Mills	
E-wo (ord.)	Tls. 23¾ B.
E-wo (pref.)	Tls. 96
Laou-kung-mow	Tls. 82
Oriental	Tls. 17.85 B.
Shanghai Cotton	Tls. 145 B.
Industrials	
Butler Tiles	Tls. 25
China Sugar	Tls. 180
Green Island	Tls. 16.80 B.
Langkats	Tls. 9½
Major Bros.	Tls. 5
S'hai Sumatra	Tls. 100
Stores	
Hall & Holtz	$8
Liwellyn	$30
Lane, Crawford	$88 B.
Moutrie	>40
Watson	H.$8.20 B.
Weeks	$14
Rubbers (Local)	
Alma	Tls. 2 B.
Amherst	Tls. 0.15
Anglo-Java	Tls. 4¼ B.
Anglo-Dutch	Tls. 2
Ayer Tawah	Tls. 10
Batu Anam 1913	Tls. 40 cents
Bute	Tls. 50 cents
Bukit Toh Alang	Tls. 1
Chemor United	Tls. 0.35 B.
Chempedak	Tls. 2
Cheng	Tls. 1⅛
Consolidated	Tls. 1 B.
Dominion	Tls. 1 B.
Gula Kalumpong	Tls. 4¼ B.
Java Consolidated	Tls. 4½ B.
Kamunting	Tls. 1½
Kapala	Tls. 0.20
Kapayang	Tls. 10
Karah	Tls. 7
Kota Bahroe	Tls. 0.50 B.
Kroewock Java	Tls. 4 B.
Padang	Tls. 5
Pengkalan Durian	Tls. 5
Permata	Tls. 0.50 B.
Repah	Tls. 0.50
Rimagaga	Tls. 0.45
Rookha	Tls. 1
Semambu	Tls. 0.40 B.
Senawang	Tls. 3⅛
S'hai Klebang	Tls. 0.32½
Shanghai Malay	Tls. 8
S'hai Malay pref.	Tls. 5 B.
Shanghai Pahang	Tls. 1
Sungala	Tls. 0.50
Sungei Duri	Tls. 4 B.
Sua Manggis	Tls. 2
S'hai Kalantan	Tls. 0.50
S'hai Seremban	Tls. 0.50
Taiping	Tls. 0.25 B.
Tanah Merah	Tls. 0.80
Tebong	Tls. 7
Tiobri	Tls. 2½
Tiangbe	Tls. 2 B.
Miscellaneous	
C. F. & E. Lumber	Tls. 825
Cully Dairy	Tls. 11
Shanghai Trams	Tls. 90 S.
Shanghai Gas	Tls. 27½ B.
Horse Bazaar	Tls. 40
S'hai Mercury	Tls. 20 B.
S'hai Telephone	Tls. 107 S.
S'hai Waterworks	Tls. 140

B. Sellers. Sa. Sales. B. Buyers

Benjamin and Potts, 8 Jinkee Rd.

Telephone No. Central 395.

Exchange Fluctuations

Asia Banking Corporation

Shanghai, September 3, 1921

Spot bar silver was up 1/2d. and forward up 3/6d. in London yesterday. The London and New York cross rate was down 3½ cents. The official sterling rate here was unchanged, and the Gold Dollar rate was down 1/2 cent. Business was done at 3/8¼ for September, 3/8½ for October in Sterling and at 68¼ for September and at 68¼ for October in Gold Dollars. The market was firm throughout the morning.

Money Exchange

Shanghai, September 3, 1921

Mexican Dollars
market 7235
Native Interest 08
Shanghai Gold Bars 978
Touch: 345
Copper cash 2.085
Bar Silver 38¼
" London rate
Bank rate of Discount .. 5½
Paris on London 47.67
New York on London 374.¾

Banks Opening Selling Rates.

London
Telegraphic Transfer per Tael 3/7
Demand 3/7¼
New York
Telegraphic Transfer 66½
Demnad 66¾
Paris
Demand 863
India
Demand 257
Hongkong
Demand 73¾
Yokohama
Demand 72¼
Batavia
Demand 211½
Singapore
Demand 64½

Banks Opening Buying Rates.

London
Demand 3/8¾
4 m-s. credits 3/10
4 m-s. Docs. 3/10½
6 m-s. credits 3/11¼
6 m-s. Docs. 3/11¾
New York
Demand 69½
4 m-s. credits 73½
4 m-s. Docs. 74¼
Paris
4 m-s. Docs. 960

Tourists' Exchange
@ Bank's Demand Buying Rates
£10 @ exch. 3/8¾ Sh. Tls. 53.63
G.$50 @ exch. 69½ Sh. Tls. 71.94
Fr. 250 @ exch. 910 Sh. Tls. 27.47

1 Shanghai Tael=Mex. $1.38 at Bank's selling rate for Mexican Dollars.

International Banking Corporation Closing Counter Rates

Shanghai, September 3, 1921
Banks demand selling rate on America 68
Banks demand buying rate on America 69¼
Banks demand selling rate on London 3 8
Banks demand buying rate on London 3 9

ROUBLES EXCHANGE

Today Banks Buying Rate
For Roubles:
Roubles 125,000 .... =Tls. 100
" 100 ....=Mex. $0.11

BANKS SELLING RATE FOR MARKS

Marks 5,700 .....=Tls. 100
" 100 .... =Mex. $2.43

Lira Exchange

Shanghai, September 3, 1921
Latest Bank Selling Rates:
It. Lire 15.=1 Tael
Equivalent Foreign Quotations
It. Lire 81.75=1 Pound Sterling
It. Lire 21.80=1 U.S. Dollar
It. Lire 172.10=100 Fr. Francs

CUSTOMS HOUSE EXCHANGE FOR SEPTEMBER

Hk. Tls.	4.98	@ 3/7¼	£1
"	1.34	@ 67	Gold $1
"	1	@ 853	Fr. 9.50
"	1.	@ 57	Marks 63.50
"	1	@ 72¾	Yen 1.53
"	1	@ 257	Rupees 2.86
"	1	@ 1.50	Mex. $1.50
"	1	@ 15.40	Ital. Lira 17.16
"	1	@ —	Roubles —

Sharebrokers' Association

Transactions

Shanghai, September 3, 1921
DIRECT
Ewo Mills Tls. 24.00

Call West 189 Ford Hire Service

Stock Exchange Transactions

Shanghai, September 3, 1921
OFFICIAL
Ewo Mills Tls. 25.00 Dec.
Tls. 24.00 cash
Tls. 24.25 Sept.
New Eng. (Pref.) Tls. 4.45
Shanghai Gas Tls. 28.00
S'hai Tug (Ord.) Tls. 36.50
Telephones Tls. 106.00
UNOFFICIAL
S'hai Cotton Tls. 155.00 Dec

The Small Investors' Co.

8A Peking Road
Shanghai, September 3, 1921
BUSINESS REPORTED
Shanghai Gas $28.00
Shanghai Tugs Tls. 36.50
Telephones Tls. 107.00
Waterworks 1921 8% Debentures Tls. 100.00
Ewos Tls. 24.00
Chinese Government Reorganisation 5% Loan-French Issue 390 Nett for £100
Anglo-Javas Tls. 4.25
Gula Kalumpongs Tls. 4.35
Anglo-French Lands Tls. 81.00

Chartered Stock And Produce Exchange Ltd.

Closing Quotation Of Transactions, yesterday

Shanghai, September 3, 1921
Nanyang Brothers Tobacco Co. Ltd.
$38.70 September
$39.60 October
Shanghai Flour Ex.
$73.30 September
$74.80 October
Chartered S. & P. Bk.
$133.70 September
$42.20 October
Local Yarn for Standard 16's Cloudy Stork.
Tls. 164.30 September
" 164.70 October
" 164.50 November
" 163.70 December
" 163.20 December
" 163.60 Febuary

Share Market

Messrs. J. P. Bisset and Company state as follows in their share report for week ending September 2:

The chief feature of the market during the past week has been the increasing interest shown in Cotton stocks, in which a considerable volume of business has been done at increased rates on last week's quotations. The market closes firm for both Cash and Forward delivery.

Docks and New Engineering shares are easier, interest in these shares having been transferred to Cottons.

Rubbers remain more or less neglected except at buying rates quoted for small numbers of shares.

Silk

Messrs. William Little and Company state as follows in their silk report dated September 2:

Our last Report was dated August 26.

White Silk.—The market continues quiet but firm, with little business doing.

Tsatlee New Style.—Sheep and Flag 1 and 2 Tls. 1,025 av. Flying Machine 1 and 2 Tls. 990 av.

Steam Filatures.—A small business is reported at about former rates.

Yellow Silk.—A fair business has been done at somewhat easier prices.

The China Mutual Life Insurance Co., Ltd.

Registered in England and Hongkong.

A BRITISH COMPANY with a complete organisation throughout Asia, and Assets exceeding TAELS TEN MILLIONS

HEAD OFFICE
10 Canton Road, Shanghai.

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HONGKONG — 11 Queens Rd. Central
KOBE — 31B Akashi-Machi
CALCUTTA — C. 6 Clive Bldgs
MANILA — 36 Escolta

SHANGHAI
8 Kiukiang Road
(Corner Szechuen Road)
Telephone C. 5049

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Capital and Surplus ..... U.S. $2,500,000
Head Office: 37 Wall St., New York

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The Equitable Trust Com pany of New York
New York-London-Paris
Mercantile Trust Co., San Francisco, Cal.
The Northwestern National Bank of Portland, Ore.
Citizens National Bank, Los Angeles, Cal.

Shanghai Branch
No. 1 KIUKIANG ROAD
Telephones ....
C. 1164-Manager
C 2012-General
C. 1140-T. T. Dept.

CURRENT AND FIXED DEPOSITS ACCEPTED
INTEREST RATES ON APPLICATION
TELEGRAPHIC TRANSFERS, DRAFTS BOUGHT AND SOLD

Jas. J Rogers, Manager.

No Home can be an
IDEAL HOME
without a supply of seasonable Mineral Waters always on hand. Just think of the annoyance to you should visitors drop in unexpectedly, and you have nothing in the way of "Watson's" to offer them! To send round the corner, and serve up a warmish liquid would be out of the question.

And should there be kiddies as well, why, the disappointment almost amounts to a calamity.

The prudent housewife prepares against this by telephoning or writing beforehand to

Watson's Mineral Water Co.
Town office, 11 Ningpo Road (opp. Carlton Cafe). Tel. C. 2726
Factory (always open for inspection), 134 N. Szechuen Road.—Tel. N. 795.

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For Ladies & Gentlemen
Wholesale & Retail
China Cotton & Silk Works
A. 185 SZECHUEN ROAD

The Chemists & Pharmacists Co., Ltd.
6a Broadway (Astor House Block)
Telephone North 364

Reception of medical analysis
Test of blood (Syphilis), reaction of Wasserman
every Tuesday, Wednesday and Thursday
from 5 to 6 p.m.

The Russian Economic Society
Gastronomical and Wine Store
1 Woosung Road (former Russian Post Office)
OFFERS

Best table butter at $1.20 lb.
Cognacs, Liquors, Gins, Whiskeys.
Different brands of French, Italian, Spanish and Portuguese Wines.
Clarets and Burgundies from 55 cts. to $3.
Cheese: Dutch, Swiss, American and Genuine French Roquefort.
Black Olives.
Salted Herring, Anchovies.
All household products.

For orders use phone North 519. All purchases delivered at home. We are open from 8 a.m. till 8 p.m. 40850

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RUGS AND CARPETS
BIG ASSORTMENTS—RETAIL AND WHOLESALE
Also Old Persian and Turkish Rugs
CHINA RUG COMPANY
F94 Bubbling Well Road—Opposite Race Course

GOERZ and other HIGH CLASS
PRISM BINOCULARS
6 x Mag. from $85
8 x Mag. " $95
C. ISMER & CO.
44 Nanking Road

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Bentleys Complete Phrase Code New Edition	$30.00
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(near Szechuen Road Bridge)
30634

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A. B. C. Code Book, 5th Edition	Mex.	$30.00
A. B. C. Code Book, 5th Edition (improved)		35.00
A. B. C. Code Book, 6th Edition (five-letter words)		40.00
Bentley's Complete Phrase Code Book (New Edition)		35.00
Bentley's Complete Phrase Code Book (Improved)		50.00
Bentley's Complete Phrase Coda Book (3-letter words)		75.00
Bentley's Complete Phrase Code Book (Pocket Edition)		25.00
Lieber's Code Book, Five-Letter Words (English Language)		45.00
Lieber's Code Book, Five-Letter Words (French Language)		45.00
Western Union Code Book, Five-Letter Edition		60.00

FOR SALE AT
Chow Tzu Kong, Bookseller 周梁康西書社
No. 1 Szechuen Road, Shanghai.
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"BEAR BRAND" STERILIZED BERNESE ALPS MILK—

"The Richest of all Tinned Milks Tested"
says the committee on Infant and Invalid Diet of the Medical Missionary Association of China.

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"Field Gun" Brand Equal to the Best Imported Flour.

Our Flour is milled from the finest quality Chinese Wheat, and is of the highest grade. Our daily output is about 15,000 bags.

Our Flour is highly ecommended by all Chinese and foreign consumers. We supply it to all parts of China and any part of Europe.

We solicit your inquiries and patronage: the former will have our immediate attention.

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EVERY CONNOISSEUR ENJOYS— THE BEAUTY

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NANYANG BROS. TOBACCO CO., LTD.

China Exports To America Show Huge Falling Off; Imports Register A Gain

The tremendous falling off in importations of Chinese products into the United States during the year ended June 30—amounting to nearly sixty percent—is shown in a comparative statistical statement regarding principal commodities shipped from both countries which is issued by the offices of the American Commercial Attache here. American exports to China showed a gain of nearly 17 percent over the previous year.

The figures are taken from the monthly summary of foreign commerce of the United States and values are stated in U. S. currency. The table follows:

Articles.	1919-1920 Quantity.	1919-1920 Value.	1920-1921 Quantity.	1920-1921 Value.
Cotton, raw—lbs.	24,197,376	$6,515,089	11,532,162	$3,145,102
Walnuts—lbs.	10,301,536	1,935,597	1,975,357	214,319
Furs and fur skins—	6,155,843	9,706,620	4,518,253	5,779,054
Hats, materials for —yards.	1,575,804,394	8,595,575	471,969,391	3,028,729
Hides and skins:				
Buffalo & calf—lbs.	2,795,546	1,006,057	348,607	138,008
Cattle—lbs.	8,678,470	3,445,142	2,931,074	1,957,459
Goat—lbs.	18,015,113	23,068,974	8,154,806	7,185,833
Sheep—lbs.	1,390,219	646,023	469,577	192,933
Tungsten ore—tons	1,763	847,961	720	158,215
Oil, soya-bean—lbs.	5,649,000	696,939	3,418,933	204,081
Silk, raw—lbs	10,773,000	81,715,543	6,205,278	36,644,786
Silk fabrics—lbs.	416,813	1,870,622	496,368	1,238,373
Tea—lbs.	12,725,084	3,176,167	9,091,375	1,678,217
Tin, bars, pigs, etc. —lbs	448,443	259,962	279,956	175,703
Wool:				
Class 1-Carding—lbs.	5,468,746	1,611,238	8,927,093	1,152,92
Angora goat, alpaca, etc.—lbs.	452,025	343,003	131,091	88,219
Class 3-Carpet—lbs.	23,690,642	6,813,383	14,958,121	2,338,717
Totals		$152,253,897		$64,470,676
Note: Soya-bean oil from Japanese leased territory in Manchuria:—lbs.	95,694,860	$12,298,545	31,385,296	4,367,375

Exports from the United States to China—year ended June 30, 1920 and June 30, 1921.

Articles.	1919-1920 Quantity.	1919-1920 Value.	1920-1921 Quantity.	1920-1921 Value.
Automobiles:				
Commercial—No.	170	414,536	228	371,724
Passenger—No.	1,059	1,322,675	1,431	1,867,619
Cars, railway freight	184	417,714	62	65,05
Dyes & dyestuffs—value	———	3,053,267	———	4,809,430
Cotton, raw—bales	11,136		46,107	
lbs.	5,414,354	2,109,399	23,606,195	3,374,582
Cotton cloths, unbleached—yards.	31,757,495	6,591,833	8,964,237	1,996,368
Bleached—yards.	5,119,678	1,097,611	1,951,666	613,74
Dyed in the piece —yards.	1,738,958	446,140	503,806	241,716
Printed—yards.	3,414,977	505,195	448,517	93,161
Dyed in the yarn —yards.	1,010,750	255,899	71,578	27,973
Cotton hosiery—doz. prs.	16,020	59,554	5,920	29,660
Glass, common window—boxes	37,400	281,740	5,167	38,768
Rubber tires, automobiles,—value	———	271,588	———	313,983
Locomotives, steam—No.	50	1,920,276	104	4,698,097
Machinery, metal-working,—value	———	474,183	———	928,608
Machines, sewing—value	———	594,439	———	545,043
Machines, typewriting —value	———	184,916	———	224,412
Nails—lbs.	18,845,160	862,023	19,583,332	1,172,37
Pipes and fittings:				
Cast—lbs.	1,149,959	101,862	1,660,971	169,069
Wrought—lbs.	5,407,916	462,977	8,271,757	779,985
Rails steel—tons	8,168	467,495	40,186	2,328,251
Sheets and plates:				
Galvanized—lbs.	3,695,577	253,023	2,827,163	162,233
Steel plates—lbs.	26,540,699	786,604	35,960,966	1,341,086
Steel Sheets—lbs.	4,914,149	223,292	4,378,253	253,692
Structural iron & steel—tons.	3,315	313,014	8,396	992,524
Tin plates—lbs.	33,412,394	2,504,408	26,995,309	2,339,410
Wire—lbs.	13,748,409	503,978	7,820,604	334,777
Leather:				
Sole—lbs.	252,566	131,224	229,936	103,147
Bootstand. shoes, men's—prs.	12,847	73,361	10,315	64,711
women's—prs.	11,425	58,797	9,236	49,284
Belting—lbs.	131,560	274,635	183,344	354,427
Milk, condensed, etc. —lbs.	5,646,840	868,823	4,158,371	676,002
Oils:				
Illuminating—gals	152,624,048	17,452,199	133,100,870	20,403,960
Lubricating—gals	5,993,760	1,641,746	2,944,050	1,201,940
Gasoline—gals	678,720	246,334	891,551	329,444
Paper printing:				
Newsprint—lbs.	7,553,554	567,222	1,741,417	175,024
All others—lbs.	5,257,046	561,490	6,343,206	1,063,182
Paraffin—lbs.	9,356,403	982,897	11,275,871	1,065,709
Tobacco, leaf—lbs.	20,030,471	11,599,757	20,916,701	11,607,604
Cigarettes—	5,820,470	10,001,401	8,562,162	15,976,861
Lumber: Boards, planks and scantlings—Fir. M. ft.	85,009	2,877,245	88,706	2,465,657
Totals.		$73,816,792		$85,655,296

Will Excavate Armageddon

Chicago, July 30.—The University of Chicago will send an expedition soon to Palestine to excavate the site of Armageddon. It has been 3,400 years since the historic battleground was the scene of warfare.

John D. Rockefeller has appropriated $60,000 toward the task of excavation. Dr. James Henry Breasted will be in charge of the work. He is head of the university's department of Oriental languages and literature.

The Bible says Armageddon will be the scene of the world's last battle.

"The University of Chicago excavations in Armageddon probably will produce additional information about the course of some of the great campaigns of early history," said Dr. Thomas G. Allen, who will be in the party.

Some digging has already been done there by an Austrian. Much remains to be done. The Germans also did some work there but were interrupted by the war."

In 1479 B. C., Thutmose III., King of Egypt, sought to extend his dominions over Palestine and Syria to the Euphrates. The battle of Megiddo was fought in the first campaign. This was the first battle of Armageddon and gave the King a severe setback. It was twenty years before he completed his campaign.

Megiddo has been the scene of many battles since. General Allenby was the last to fight there in the World War. Megiddo is on the highway of armies. It is near the pass in Mount Carmel ridge to the north of Jerusalem. The armies of Egypt and Asia have marched there throughout history.

Airplane Ride Restores Speech To Dumb Youth

Indian Head, Sask., July 30.—Wilfrid Verner, a young farmer living near here, was unable to talk since he was kicked on the head by a horse a year ago.

At a picnic recently he was prevailed upon to take a ride in an airplane. When the aviator landed Verner was unconscious. When he recovered he found he was able to talk.

St. Mary's Hall Notes

School opens for the Autumn term this week, Chinese examinations being given on September sixth, and English entrance examinations on September seventh. Regular classes commence on September eighth.

During the summer the library has been rearranged according to the most modern methods, making the large number of books readily accessible. The new library tables, the gift of Mr. Loo, are now in place and the room looks most attractive.

The music department has secured the services of a talented pianist, Mrs. Chapman. Miss J. L. Hutchison who is especially qualified to teach physical education has joined the faculty. Another new teacher, Miss Esther Houghton, has been appointed and is expected to sail shortly from the United States.

St. Mary's girls were well represented among the students passing the Tsing Hua examinations. Miss Ts-liang Kwei, '20, had the leading name; Miss Tsung-isoong Nyi, '19, who has been studying for the past year in Shanghai College was second, and Miss Kyi-yung Tsang, '20, fifth on the list. This is the third time that one of our girls has had the first place.

The Trocadero Grill

14 Astor Road *Tel. North 1664*

Noted for the unvarying excellence of its

Steaks and Chops, Mixed Grill, Sea Food, Poultry etc.

Private Buffet Bar in charge of the popular Number One boy, Ah Pao, formerly No. 1 at the Palace Bar. First Class Table d'Hote meals at reasonable charges

Special monthly rates to boarders

Direct Supervision and Management of

J. A. RAYNES

Gay at St. George's

SMITH, COLORED COMEDIAN

who with his peppy dancing partner, Bella Jackson, is appearing nightly at St. George's Cafe. See these eccentric coons.

Dance Music by the Famous Parisien Orchestra, under the Direction of Harry Kerry. Special de luxe dinner every Saturday night. Phone W. 2279 for a table.

HARRY CURTIS, Supt. of Service. BOB AKEO, Manager.

ASTOR HOUSE HOTEL

"The Society Spot of Shanghai"

SPEND THE ENTIRE EVENING IN REFINED SURROUNDINGS, DINING AND DANCING

DINNER DE LUXE at 8.30 p.m.

A La Carte Orders and Special Dinners on Short Notice. Cuisine and Service the best

IN OUR

SUMMER GARDEN

YOURY YOURLO

GREAT INTERNATIONAL DANCER

AND

PIROUETTE, TURNER

IN NEW DANCES

DINNER, DANCING AND ENTERTAINMENT ALL IN ONE

ASTOR HOUSE FAMOUS DANCE ORCHESTRA

EARL CURRENS, MUSICAL DIRECTOR

Reserve your table early *Phones—North 908 and 200*

AT THE **ISIS** THEATRE TO-MORROW

Monday, September 5th and on 6th, 7th and 8th

The Son of Tarzan

by EDGAR RICE BURROUGHS

Romance, Thrills, Fights, Animals, Jungle s Sensation, From The Heart of Darkest Africa

The Greatest Jungle Love Story Ever Told

Episode 11: "ASHES OF LOVE"

Episode 12: "MERIAM'S RIDE ON THE NIGHT"

Special Music Usual Prices.

Matinee to-day at 3 p.m.	'THE SON OF TARZAN'	Episodes 9 and 10

To-night THE LAST NIGHT at 7.15 and 9.30

THE GIBSON COMPANY

Vaudeville Entertainers

Also Presenting

BESSIE LOVE in

"THE SAWDUST RING"

A Glittering Thomas H. Ince Production

Commencing Friday September 9th

A FIRST NATIONAL SPECIAL ATTRACTION

Joseph M. Schenck presents

The Sweetest Vamp

CONSTANCE TALMADGE

in

"The Love Expert"

A John Emerson-Anita Loos Latest and Best Production

Does your heart palpitate?

Do you blush? See Constance Talmadge in this highly amusing play of heart throbs—she's "The Love Expert."

Don't forget the opening date

AT THE **ISIS**

Rubber Outputs

	July	August
Aima	25,500	
Anglo-Dutch	51,500	57,000
Anglo-Java	39,300	
Ayer Tawah	25,467	
Batu Anam	19,064	
Bukit Toh Alang	24,658	
Bute	25,000	
Chempedak	10,100	
Chemor	23,529	
Cheng	12,720	
Consolidated	51,109	
Dominion	14,797	
Gula Kalumpong	74,500	74,000
Java Consolidate	55,300	
Kamunting	17,126	
Kapala	9,615	
Kapayang		
Karan	10,340	
Kota Bahroe		
Kroewoek	23,000	
Langkat	81,688	82,625
New Amherst	†	
Padang	20,000	
Permata		
Pengkalan		
Repah		
Samagaga	26,610	
Semambu	16,411	
Senawang	15,962	
See Kee	17,000	
Shanghai-Seremban	12,700	
Shanghai-Kedah		
Shanghai-Kelantan	15,600	
Shanghai-Pahang	14,050	
Shanghai-Kisban	9,077	
Shanghai-Sumatra	30,306	33,497
Sua Manggis	16,600	
Sungala		
Sungei Duri	20,190	
Tebong		
Taiping	54,000	
Tanah Merah	40,100	
Ziangbe	24,200	

†No tapping.

Provision Prices In Local Markets

Prices quoted are in Mexican dollar cents at Hongkew Market Compiled on August 30, 1921.

Bream	per lb.	none
Mutton	"	17-22
Pork	"	25-30
Veal	"	25-32
Fish		
Bream	per lb.	none
Cod	"	20-25
Mandarin	"	40-50
Mackerel	"	25-30
Pombret	"	25-30
Salmon	"	20-25
Samli	"	none
Soles	"	20-25
Whitebait	"	20-25
Game, Poultry And Eggs		
Deer	each	none
Duke	"	60-80
Eggs	per doz.	18-20
Fowl	per lb.	20-25
Geese	each	80-$1.00
Hare	each	none
Partridge	"	none
Pheasant	"	none
Plover	"	none
Quail	"	25
Snipe	"	20-25
Teal	"	none
Turkey	per lb.	40-45
Woodcock	each	none
Wild Duck	"	none
Wild Geese	"	none
Pigeons	"	18-20
Wild Pigeons	"	none
Fruit		
Apricots	per lb.	none
Apples	"	10-12
Bananas	"	5-6
Chestnuts	per lb.	none
Cherries	"	none
Figs	per doz.	4-6
Grapes	per lb.	20
Lemons	each	10-12
Lichees	per lb.	none
Mangoes	each	none
Mangosteens	per doz.	none
Oranges	per doz.	$1.00-$1.20
Peaches	per lb.	8-10
Pears	"	12-14
Persimmons	"	none
Peeboes	"	none
Plums	"	10-12
Pumeloes	each	15-20
Pineapples	"	5-7
Strawberries	per lb.	none
Walnuts	per lb.	12-15
Vegetables		
Artichekes	each	none
Asparagus	per doz.	20-25
Broad Beans	per lb.	8-10
Beetroot	per bunch	2-3
Bamboo Shoots	per lb.	none
Cabbage	each	7-10
Carrots	per bunch	2-3
Cauliflower	each	none
Celery	per bunch	3-4
Egg plant	per lb.	6-8
French Beans	"	15-20
Green Corn	each	2-3
Leeks	per bunch	2-3
Onions	per lb.	3-6
Parsnips	per bunch	3-4
Mushrooms	per lb.	none
Peas	per lb.	none
Potatoes	per pic.	$1.80-$2.20
Spinach	per lb.	4-6
Tomatoes	"	5-7
Turnips	per bunch	2-3

E. Kilner.
Chief Inspector.

Passengers Arrived

Per C.M. s.s. Kiangteen from Ningpo: Capt. P. A. Miller, Messrs. Ulick, E. L. Hebberd, Miss E. M. Gauss.

Per K.M.A. s.s. Kaiping from Chinwangtao: Mrs. Hennan and child, Mrs. E. A. P. Wood, Mrs. Hickling, Mrs. S. A. Sleap and 2 children, Mrs. Read, Miss Sharples, Mrs. Lennox, Mrs. Howes, Mrs. Taylor, Messrs. Voon Chinsan, Reynell, N. L. Sparke, W. H. Barham, A. Giedel, Edwin Wood.

Per C.M. s.s. Hsinchi from Foochow: Mr. and Mrs. Moses, Miss Marian Whilford, Adl. C. S. Wong, Adl. Chang, Mrs. C. Vanderbeck, Mrs. Thompson, Misses E. Kwan, H. Griffiths, M. Danser, K. Willis, Messrs. Bruce, J. Meller, S. H. Dodwell, Standring, O. G. Starrette.

Per C.N. s.s. Sinkiang from Hongkong: Mr. and Mrs. Chas. Malley, Mr. Ng Yu-chin.

Per N.S. s.s. Ningshao from Hankow: Mrs. G. and Miss M. and Mstr. G. Dietrich, Mr. and Mrs. E. F. Turner, Misses F. M. Rivet, Lachlen, T. E. G. Cand, Walton, D. Hodgson, James, J. N. Woods, Clark, Mrs. Carr, Mr. and Mrs. Walker, Mrs. K. Lancaster, Mrs. M. A. Throep, Messrs. G. Maloy Remer, Guater, H. M. Woods.

Per C.M. s.s. Kiangan from Hankow: Messrs. Edgar Volair, A. J. Akoom, A. M. Spior, Mrs. Hughes, Mrs. N. A. Velondaki, Mrs. Briescher.

Siccawei Weather Reports

2.—Large anticyclone between Shantung, the Loochoos and the Bonin: it keeps off at low latitudes the two typhoons, pressing the one of the China Sea S.W. wards to Cochinchina, and filling partly the one of the Marianas near Yap. Cyclonic winds in the typhoons, variable breezes along our coasts. Weather gloomy and dark with heavy showers and thunder after noon. Fine day at Formosa.

3.—Weather still misty and threatening, thunder at times. The breezes has shifted to N.W. but is unsteady. Pressure constant and relatively high.

MEN OF WAR IN PORT

Section	Date	Name	Flag and Rating
	Aug. 26	Aberanda	Am. Transport
		E. Carlotta	Ital. gunboat
B I	Sep. 3	L 9	Br. submarine
	Sep. 3	L 15	Br. submarine
B N B 1	Aug. 2	Woodcock	Br. gun-boat
B N B 2	Aug. 29	Widgeon	Br. gun-boat

Vessels Due

Changon, *Hankow*	Sep. 8
Chenan, *Hongkong*	Sep. 7
Chungking, *Hankow*	Sep. 11
Esang, *Hankow*	Sep. 5
Empire State, *Hongkong*	Sep. 6
Feiching, *Foochow*	Sep. 6
Fengtien, *Tientsin*	Sep. 11
Hsin Peking, *Ningpo*	Sep. 4
Hangsang, *Hongkong*	Sep. 4
Hopsang, *Hongkong*	Sep. 9
Hwahlee, *Hankow*	Sep. 11
Hwahta, *Hankow*	Sep. 12
Irene, *Amoy*	Sep. 5
Kamo Maru, *London*	Sep. 4
Kiangfoo, *Hankow*	Sep. 5
Kiangwah, *Hankow*	Sep. 6
Korea Maru, *S. Francisco*	Sep. 5
Kumano Maru, *Japan*	Sep. 7
Kutwo, *Hankow*	Sep. 7
Kaho, *Tientsin*	Sep. 5
Kashing, *Hankow*	Sep. 9
Kianghsin, *Hankow*	Sep. 8
Kiangyung, *Hankow*	Sep. 9
Kiangshun, *Hankow*	Sep. 10
Kitano Maru, *Japan*	Sep. 10
Keystone State, *Hongkong*	Sep. 12
Kiangyu, *Hankow*	Sep. 11
Luenyi, *Hankow*	Sep. 4
Loongwo, *Hankow*	Sep. 11
Ngankin, *Hankow*	Sep. 7
Omi Maru, *Japan*	Sep. 11
Pyrrhus, *U. Kingdom*	Sep. 5
Soochow, *Hongkong*	Sep. 5
Suiwo, *Hankow*	Sep. 4
Shuntien, *Tientsin*	Sep. 7
Shengking, *Hankow*	Sep. 8
Szechuen, *Rongkong*	Sep. 10
Suiyang, *Tsingtao*	Sep. 8
Sunning, *Hongkong*	Sep. 12
Tehhsing, *Hankow*	Sep. 4
Tungchow, *Tientsin*	Sep. 4
Tuckwo, *Hankow*	Sep. 8
Tatung, *Hankow*	Sep. 10
Tenyo Maru, *Hongkong*	Sep. 12
Wuchang, *Hankow*	Sep. 5
Wosang, *Hankow*	Sep. 10
Woosung, *Hankow*	Sep. 12
Yamashiro M., *Japan*	Sep. 5
Yawata Maru, *Japan*	Sep. 6
Yushun, *Tientsin*	Sep. 5

Passengers Departed

Per C.N. s.s. Hsin Peking for Ningpo: Misses Green, Clark (2), Mstr. B. Lebedeff, Capt. Watson, Messrs. K. H. Doo, Chang, Vee, Chang.

Per C.N. s.s. Suiyang for Tsingtao: Mr. and Mrs. Dowler, Mrs. V. Lanning, Messrs. Knapton, W. J. Davidson, Martyn, Chedas.

Per C.N. s.s. Yingchow for Swatow: Messrs. Kao Tsze Gook, Kao, Tsze Shoo; for Hongkong: Misses M. Parsons, I. A. Bean, Messrs. J. E. Bean, J. E. Jacobs, Gardner; for Canton: Mr. and Mrs. J. M. Groves.

Per C.N. s.s. Fengtien for Weihaiwei: Misses Malcolm, M. Bunese, Mrs. F. H. Lowe and child, Messrs. J. C. Dowling, C. Trenchard Davis, G. G. Bidmead, J. McGregor, Cornerford; for Chefoo: Mr. and Mrs. McCarthy, Messrs. Soulsky, J. R. Hinton, M. M. Tweedlie; for Tientsin: Misses Robertson, Turnbull, Kay, Hutchison, Mr. and Mrs. Sykes, Messrs. W. F. Johnston, A. Robinson, Buckley, Foster, T. H. Gwynne, Hudson, Heal.

Per C.M. s.s. Kiangteen for Ningpo: Miss Bown, Messrs. H. S. Bown, F. H. Kreis, C. Butcher, V. Armstrong, Wescond, Kato, Fujita, Dr. and Mrs. Grant.

Information For Mariners

SUNDAY, SEPTEMBER 4, 1921

High Water at Woosung Bar

(The evening tides are higher than the morning tides, they are about equal at noon and midnight).

Approximate rise, at springs 4 1/4 h; at heaps, 5 h.
fall, at springs 8 1/4 h; at heaps, 7½ h.

A.M. Time	A.M. Range	P.M. Time	P.M. Range
1h. 11m.	11ft. 4in.	1h. 33m.	11ft. 3in.

Hight Water at Tungsha Lightship

(The evening tides are higher than the morning tides).

Approximate rise, 5 1/2 h; approximate fall, 7 h.

A.M. H.	A.M. M.	P.M. H.	P.M. M.
0-	13	0-	35

Time of Moonrise, Moon set, Sunrise, Sunset

Moon Rises	Moon Sets	Sun Rises	Sun Sets	Daylight	Dark
7.42 a.m.	7.42 pm.	5h. 37m.	6h. 22m.	4h. 52m.	7h. 7m.

Mean Barometric Pressure at Shanghai.
For September 29.90 in
759.6 mm.

PRINCESS THEATRE

(Cor. of Woochang & Chapoo Rds.)

Monday, Tuesday, Wednesday and Thursday, September 5th, 6th, 7th and 8th.

"RAILROAD RAIDERS"

7th, 8th & 9th Episodes

Also showing

2 reels of comedies.

Two performances daily
7:15 p.m. and 9:30 p.m.

Price: Dress Circle 40 cts., Stalls 20 cts.

Matinee every Saturday and Sunday at 3.00 p.m.

Princess Theatre

(Corner of Woochang & Chapoo Roads)

TONIGHT! TONIGHT!

WILLIAM DESMOND
in
"A BROADWAY COWBOY"
in 5 parts

Also showing
"SNUB" POLLARD
in
"FIND THE GIRL"
HAROLD LLOYD
in
"BACK TO THE WOODS"

Two performances daily
7.15 p.m. and 9.30 p.m.

Price: Dress Circle 40 Cts. Stalls 20 Cts.

Matinee every Saturday and Sunday at 3.00 p.m.

ST. GEORGE'S

Open Air Cinema

217 Bubbling Well Road

TO-NIGHT TO-NIGHT
and
Saturday and Sunday

Goldwyn presents
REX BEACH'S
7 Parts Thrilling drama

"THE BRAND"

The story is one of great power and appeal. It is a drama from the first scene.

OLYMPIC THEATRE

Tonight *Tonight*

THOMAS H. INCE
PRESENTS
CHARLES RAY
in the
"SHERIFF'S SON"

A TIMID NEW YORK LAWYER CAME INTO THE WEST

He was a coward through and through—just torn scared—until the strange event came to pass.

FIVE MOST THRILLING REELS

Matinee Today, September 4th Showing
CHARLES RAY in "THE SHERIFF'S SON"

VICTORIA THEATRE

TONIGHT! TONIGHT! TONIGHT!

ADOLPH ZUKOR
PRESENTS
ELSIE FERGUSON
IN THE
"DANGER MARK"

AN ARTCRAFT PICTURE

Her father, her father's father, all those she had held dear, had been conquered by a lust for drink.

Now she, too, was facing the danger signal that had been unheeded by those before her. She, too, ignored it. But, just in time, she turned back. Her dramatic regeneration is what marks this one of the photoplay sensations of the year.

Matinee Today, September 4th, Showing
"THE DANGER MARK"
and Two New Episodes of the "VANISHING TRAILS"

PARAMOUNT WEEK

AT THE
VICTORIA AND OLYMPIC THEATRES

A demonstration of the better motion pictures
September 5th to 11th

NEXT week is Paramount Week—the greatest days and nights of entertainment since the day when you saw your first circus.

It's the fourth annual Paramount Week at that: and when anything happens four annual times in the motion picture world you can wager there's value there, in thrills and laughs and all the marvelous sensations you get when you see a Paramount Picture.

Nothing less than a national screen carnival—that's what Paramount Week is!

The greatest talent of the entire world prepares it for you! Paramount's writers, actors and directors in California, New York and London—the largest organisation in filmdom, which works on a scale so huge and so successful as to supply more than 11,200 theatres in U. S. A. alone with their photoplays year in, year out.

In Paramount Week you see all the best Paramount achievements of the year, the greatest to date.

But—such is the swift progress of the young art of the screen, such are the striking improvements every year, that the season 1921-22 will bring you sensational improvement in Paramount Pictures, greatly outdistancing all past efforts,—improvements in all those vital details of a photoplay which make your breath come quicker, and your eyes shine brighter.

And you'll declare—

"That's the best show in town!"

That's what a Paramount Picture always is.

Paramount Pictures

ATTENTION
ROOF GARDEN CONCERT
FOR THE BENEFIT OF
PALACE HOTEL ORCHESTRA
CONDUCTED BY A. B. LITVIN

TUESDAY, SEPTEMBER 6th at 9 p.m.

PROGRAMME

1 March of Praise ..... *E. Crieg*
2 Overture "Fingal's Cave ..... *F. Mendelshon-Bartholdy*
3 Invitation to a Dance ..... *C. M. V. Weber*
4 Dance Slave No. 6 ..... *A. Dvorak*

INTERVAL

5 Rhapsody Hongroise No. 2 ..... *F. List*
6 Humoreske ..... *A. Dvorak*
7 Carmen Phantaisie ..... *Biset*

INTERVAL

8 Symphony b-minor (Unfinished) ... *F. Schubert*
(a) Allegro Moderato
(b) Andante Con Molto
9 Dance Slave No. 8 ..... *A. Dvorak*

Admission M.$1.00. Tickets Available At The Palace Hotel And Astor House. For Table Reservation Phone Cen. 39. In Case Of Rain The Concert Will Take Place Thur., Sept. 8th 1921.

A WEEK OF BRILLIANT ATTRACTIONS AT THE
APOLLO
MONDAY, TUESDAY and WEDNESDAY
September 5th, 6th, and 7th

A picture of laughs and roars!
THE BREEZIEST, SWIFTEST, MOST DELIGHTFUL
Comedy-Drama produced since
HECTOR WAS A PUP.

"PECK'S BAD GIRL"

A GOLDWYN PICTURE! A GOLDWYN PICTURE!

BY TEX CHARWATE
with that "so different" alluring comedienne
MABEL NORMAND

"PECK'S BAD GIRL" is a whole show in itself. It's circus, hippodrome, comedy, drama and melodrama all thrown into one big plot, boiled down, stirred round and served a la carte.
It's a broad comedy, alright; the kind of stuff all you have been waiting for.
It will drive right home to every member of the family, from the little freckled-face Willie to dignified Aunt Priscilla, who as a rule doesn't care much for the movies.

SEE THE STORY
OF THE TOWN SCAMP AND THE CITY VAMP.

Usual Prices Booking at Robinson's

THURSDAY, FRIDAY, SATURDAY and SUNDAY—September 8th, 9th, 10th and 11th

THE LATEST TRIANGLE SPECIAL PRESENTATION!
The most loveable little devil of the screen
OLIVE THOMAS
in the latest extra special feature
"TOTON"

6 PARTS "TOTON" 6 PARTS

IS THE BEST THING SHE HAS EVER DONE.

THE DAUGHTER OF AN AMERICAN ARTISTE.

Reared as a boy, that child of an Apache, she becomes the most notorious pickpocket in Paris.
She was not stolen from her father.

He did not know that she lived, though he idolized his wife who died at her birth.

Subtle were the revengeful passions of Pierre. Did he predetermine the hour to their recognition?

YOU HAVE SEEN OLIVE THOMAS IN MANY CHARMING PLAYS, BUT YOU WILL NEVER SEE HER TO GREATER ADVANTAGE THAN IN THIS DUAL ROLE of MOTHER and SON.

"TOTON"

IS A PLAY THAT WILL HOLD YOU ENTRANCED TO THE LAST CHARMING SCENE.

DON'T MISS IT.

Usual prices. Booking At Robinson's.

MATINEE TO-DAY at 3 p.m.
PRESENTING
"The Phantom Honey-Moon"

6 PARTS | WITH | 6 PARTS

MARGUERITE MARSH
in the role of phantom bride

TREMENDOUS CAST . . . . . Exquisite Artistry
Gorgeous Gowns
Magnificent Settings . . . . Wonderful Story

TO-NIGHT at 9.15 p.m.
SAMUEL GOLDWYN PRESENTS
BEAUTIFUL YOUNG DELIGHTFUL STAR
MADGE KENNEDY
in
THE STORY OF NEVER—ENDING HONEYMOON
entitled
"THE KINGDOM OF YOUTH"

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. Hwahta, Cap. Schierhorst, will leave on Sunday, Sept. 4, at midnight. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Poyang, Captain F. McGarity, will leave from the French Bund on Monday, Sep. 5, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Tel. C. No. 4881, Private Exchange to all Departments.

HANKOW & PORTS.—The Str. Kiangan, Capt. D. D. Ross. will ledve on Mondday, Sept. 5. at midnight. For Freight or Passage, apply to C.M.S.N. Co.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Luenyi, Capt. F. D. Northcombe. will leave from the French Bund on Tuesday, Sep. 6, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund Tel . C. No. 4881, Private Branch Exchange to all Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s Steamer Poyang, Captain F. McGarity, will leave from the French Bund on Monday, Sep. 5, at about 12 o'clock midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions for Freight and Passenger Departments.

HANKOW AND PORTS.—The Indo-China S. N. Co.'s s.s. Kwang, 1782 Tons, Capt. Christie, will sail for the above-mentioned ports from Old Ningpo Wharf on Wednesday, Sept. 7, at about midnight. For Freight apply to JARDINE MATHESON & Co., Ltd., General Mangers, Tel. C. 241. Extension to Freight Department.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Wuchang, Captain A. Torrible. will leave on from the French Bund on Wednesday, Sept. 7, at about 12 o'clock midnight. For Freight or Passage apply to BUTTERFIELD AND SWIRE, Agents French Bund Tel Central No. 4881, Private Branch Exchange to all Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Kutwo, 2664 Tons, Captain James, will sail for the above-mentioned ports from Hunt's Wharf on Thursday, September 8, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Whangpu, Captain Pickard, will leave on Saturday, Sept. 10, at about 12 o'clock midnight. For Freight apply to BUTTERFIELD & SWIRE, Agents. Tel. C. No. 4881, Private Branch Exchange to all Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Woosang, 1,783 Tons, Captain Forrster, will sail for the above-mentioned ports from Old Ningpo Wharf on Tuesday, Sept. 13, at about midnight. For Freight or Passage apply to JARDINE, MATHESON AND CO., LTD., General Managers Telephone C. 241. Extension to Freight Department.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Shengking, Capt. G. P. McAdam will leave from the French Bund on Friday, Sept. 9, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD AND SWIRE, Agents. French Bund. Tel. C. No. 4881, Private Exchange to all Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S. S. Tackwo, 3,770 Tons, Captain Campbell, will sail for the above mentioned ports from Hunt's Wharf on Friday, September 9, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Kwangtung, Captain Fraser, will leave from the French Bund on Saturday, Sept. 10, at about midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. French Bund. Tel. C. No. 4881, Private Exchange to all Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Suiwo, 2,671 Tons, Captain Jackson, will sail for the above mentsioned ports from Hunt's Wharf on Tuesday, Sept. 6, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions for Freight and Passenger Departments.

HANKOW AND PORTS.—The Indo-China S. N. Co.'s s.s. Kwang, 1782 Tons, Capt. Christie, will sail for the above-mentioned ports from Old Ningpo Wharf on Wednesday, Sept. 7, at about midnight. For Freight apply to JARDINE MATHESON & Co., Ltd., General Mangers, Tel. C. 241. Extension to Freight Department.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Wuchang, Captain A. Torrible. will leave on from the French Bund on Wednesday, Sept. 7, at about 12 o'clock midnight. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Kiangan, Capt. D. D. Ross. will ledve on Mondday, Sept. 5. at midnight. For Freight or Passage, apply to C.M.S.N. Co.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Shengking, Capt. G. P. McAdam will leave from the French Bund on Friday, Sept. 9, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD AND SWIRE, Agents. French Bund. Tel. C. No. 4881, Private Exchange to all Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Kwangtung, Captain Fraser, will leave from the French Bund on Saturday, Sept. 10, at about midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. French Bund. Tel. C. No. 4881, Private Exchange to all Departments.

For Southern Ports

AMOY, HONGKONG AND CANTON.—The China Navigation Co.'s Steamer Shantung, Captain R. Robertson, will leave from the French Bund on Sunday, September 4, at noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. French Bund. Telphone Central No. 4881. Private Branch Exchange to All Departments.

NINGPO.—The China Navigation Co.'s Steamer Hsin Peking, Captain J. Oudney, will leave from the French Bund on Monday, September 5, at 4:30 p.m. For Freight or Passage, apply to BUTTERFIELD AND SWIRE, Agents. French Bund Tel. C. No. 4881, Private Exchange to all Departments.

HONGKONG Via MANILA.—The s.s. Korea Maru, 20,000 Tons Captain M. Jin, will be dispatched on Monday, September 5, 1921. Tender conveying passengers and mails will leave Customs jetty at 3 p.m. For Passage, apply to TOYO KISEN KAISHA, No. 71 Szechuen Road, Shanghai

NINGPO.—The Str. Kiangteen, Capt. H. Randby, will leave on Tuesday, Sept. 6, at 3:30 p.m. For Freight or Passage apply to C. M. S. N. Co.

FOOCHOW.—The Str. Hsinchi, Captain Hansen, will leave on Tuesday morning, Sept. 6. For Freight or Passage, apply to C. M. S. N. Co.

SWATOW, HONGKONG AND CANTON.—The China Navigation Co.'s Steamer Sinkiang, Captain C. W. Puckett, will leave from the French Bund direct for the above ports on Tuesday, September 6, at noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Telephone Central No. 4881, Private Branch Exchange to All Departments.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Str. Soochow, Captain E. Monkman, will leave from the French Bund on Thursday, Sept. 8, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Tel. C. No. 4881, Private Exchange to all Departments.

For Northern Ports

ANTUNG & TIENTSIN.—The China Navigation Co.'s Steamer Kwangse, Captain J. Mathias, will leave on Sunday, Sept. 4, at 12 noon. For Freight or Passage, apply to BUTTERFIELD AND SWIRE, Agents. Tel. C. No. 4881, Private Exchange to all Departments.

TIENTSIN DIRECT.—The Kailan Mining Administration, will despatch the s.s. Kwangping, on September 5, 1921. For Freight or Passage, apply to Agent, 1 JINKEE ROAD Tel. Central 317.

CHEFOO AND NEWCHWANG.—The Str. Kungping, Hansen, will leave on Tuesday morning, Sept. 6. For Freight or Passage, apply to C.M.S.N. Co.

WEIHAIWEI CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer Tungchow, Captain Harris, will leave from the French Bund on Tuesday, Sept. 6, at 3 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Tel. C. No. 4881, Private Exchange to all Departments.

CHINWANGTAO Direct:—The Kailan Mining Administration, will despatch the s.s. Kalping, on Sept. 6, 1921. For Freight or Passage, apply to Agent, 1 JINKEE ROAD Tel. Central 317.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer Shuntien, Capt. C. A. Christiansen, will leave from the French Bund on Saturday, Sept. 10, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. French Bund. Tel. C. No. 4881, Private Exchange to all Departments.

VLADIVOSTOK.—The San Peh Steam Navigation Company's Steamer SHINYUE, Captain J. Ernest, will be despatched for the above port on or about the September 10. For Freight and Passage, apply to San Peh Steam Navigation Company Nos. 47-49 Avenue Edward VII (Tel. Nos. Freight C. 1530 Passage C. 3283 or to S. Heimann & Co. Sub-Agents No. 19a Canton Road (Tel. C. 1604.)

TSINGTAO.—The China Navigation Co.'s Steamer Chenan, Capt.—P. R. Purslow, will leave from the Watung Wharf on Saturday, Sept. 10, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. French Bund. Tel. C. No. 4881, Private Branch Exchange to all Departments.

VLADIVOSTOK Direct.—The Mail Str. Yungshin, Capt. Pooiga, will be despatched from Shanghai on Thursday, Sept. 15. The tender conveying Mail and Passengers will leave the French Mail Jetty on Thursday, at 10 a.m. For Freight or Passage, apply to L.V. Lang, No. 8 French Bund, (Tel. Nos. Central 4702 and 3059).

Shipping Items

YANGTSZE POSTS

The I-C. s.s. Suiwo left Hankow on Thursday and is due in Shanghai this morning.

The C.N. s.s. Luenyi left Hankow on Thursday and is due in Shanghai this morning.

The S.P. s.s. Tehhsing left Hankow on Thursday and is due in Shanghai this morning.

The C.M. s.s. Kiangfoo left Hankow on Friday and is due in Shanghai tomorrow morning.

The I.-C. s.s. Esang left Hankow on Friday and is due in Shanghai tomorrow morning.

The C.N. s.s. Wuchang left Hankow on Friday and is due in Shanghai tomorrow morning.

The C.M. s.s. Kiangwah left Hankow yesterday and is due in Shanghai on Tuesday.

The I.-C. s.s. Kutwo will leave Hankow today and is due in Shanghai on Wednesday.

The C.N. s.s. Ngankin will leave Hankow today and is due in Shanghai on Wednesday.

The S.P. s.s. Changon will leave Hankow tomorrow and is due in Shanghai on Thursday.

The C.M. s.s. Kianghsin will leave Hankow tomorrow and is due in Shanghai on Thursday.

The I-C. s.s. Tuckwo will leave Hankow tomorrow and is due in Shanghai on Thursday.

The C.N. s.s. Shengking will leave Hankow tomorrow and is due in Shanghai on Thursday.

The C.M. s.s. Kiangyung will leave Hankow on Tuesday and is due in Shanghai on Friday.

The C.N. s.s. Kashing will leave Hankow tomorrow and is due in Shanghai on Friday.

SOUTHERN PORTS

The I-C. s.s. Hangsang is expected to arrive in Shanghai from Canton, Hongkong and Swatow today.

The C.N. s.s. Soochow left Hongkong on Thursday and is due in Shanghai tomorrow morning.

The I-C. s.s. Wingsang is expected to arrive in Shanghai from Canton, Hongkong and Swatow on Tuesday.

The C.M. s.s Irene will leave Wenchow today and is due in Shanghai tomorrow.

The C.M. s.s. Feiching will leave Foochow today and is due in Shanghai on Tuesday.

The I.-C. s.s. Hopsang is expected to arrive in Shanghai from Canton, Hongkong and Swatow on Friday, September 9.

The C.N. s.s. Chenan will leave Hongkong today and is expected to arrive in Shanghai Wednesday afternoon.

The C.N. s.s. Szechuen will leave Hongkong on Tuesday and is due in Shanghai by way of Amoy on Saturday.

JAPAN PORTS

The N.Y.K. s.s. Takeshima Maru left Nagasaki for Shanghai on Friday and is expected to arrive at the Wayside wharf today.

The N.Y.K. s.s. Yamashiro Maru left Moji for Shanghai yesterday and is expected to arrive in port tomorrow.

The N.Y.K. s.s. Yawata Maru will leave Nagasaki for Shanghai today and is expected to arrive at the Wawside Wharf on Tuesday.

The N.Y.K. s.s. Kumano Maru will leave Moji for Shanghai tomorrow and is expected to arrive at the N.Y.K. Wharf on Wednesday.

NORTHERN PORTS

The C.N. s.s. Tungchow left Tientsin on Thursday and is due in Shanghai by way of Chefoo and Weihaiwei today.

The C.M. s.s. Kaho left Tientsin on Thursday and is expected to arrive in Shanghai by way of Chinwangtao tomorrow.

The C.N. s.s. Shuntien will leave Tientsin today and is due in Shanghai by way of Chefoo and Weihaiwei on Wednesday.

The C.M. s.s. Yushun left Tientsin on Friday and is expected to arrive in Shanghai by way of Chefoo tomorrow.

The C.N. s.s. Suiyang will leave Tsingtao on Tuesday and is due in Shanghai on Thursday.

INDIAN PORTS

The P. & O. s.s. Dilwara, from Bombay on August 15, left Hongkong at 11:30 o'clock Thursday morning and is expected to arrive in Shanghai this morning.

EUROPEAN LINES

The Blue Funnel s.s. Eurymachus, from United Kingdom, left Singapore for Hongkong and Shanghai Tuesday at noon.

The N.Y.K. s.s. Kamo Maru is expected to arrive in Shanghai from London and ports today and will sail for Kobe tomorrow. morning.

The P. & O. s.s. Khiva, from Lndon on August 5, was expected to arrive at Penang at noon yesterday and is due to leave Singapore for Hongkong and Shanghai next Tuesday morning.

The Blue Funnel s.s. Pyrrhus, afternoon and is due to arrive from United Kingdom, left Hongkong at 6 o'clock Friday in Shanghai tomorrow morning. The Pyrrhus will dock at Holt's Wharf.

The M.M. s.s. Docteur Pierre Benoit, from Europe, left Colombo on Wednesday and is expected to arrive in Shanghai on Friday, September 16.

AMERICAN LINES

The China Mail s.s. Nile was due to sail from San Francisco yesterday and is due to arrive in Shanghai by way of Honolulu and Japan ports on September 28.

The Adl. Line s.s. Edmore left Shanghai for Seattle on Saturday, August 27.

The Adl. Line s.s. Hawkeye State, from Seattle on August 26 left Victoria on August 27 and is expected to arrive in Shanghai by way of Yokohama and Kobe on September 14.

The T.K.K. s.s. Korea Maru, from San Francisco, Honolulu and Japan ports, left Nagasaki yesterday afternoon and is due off Woosung daylight tomorrow morning and sails for Manila and Hongkong tomorrow evening. The tender with incoming passengers is expected to reach the Customs jetty about 9:30 o'clock tomorrow morning and the outbound tender with passengers and baggage for Manila and Hongkong will leave the same jetty at 3 o'clock tomorrow afternoon.

The P.M. s.s. Empire State has been delayed by bad weather and will sail from Hongkong today and is due to arrive off Woosung early Tuesday morning. The Empire State will sail for San Francisco by way of Kobe. Yokohama and Honolulu Tuesday evening and the tender with outbound passengers and mails will probably leave the Customs jetty at 4 o'clock Tuesday afternoon. The Empire State is due to arrive in San Francisco on September 24.

Launch Services

TOMORROW

The tender conveying passengers and baggage on board the T.K.K. s.s. Korea Maru will leave the Customs Jetty at 3 p.m.

Tuesday, September 6, 1921

The tender conveying passengers and baggage on board the P.M. s.s. Empire State will leave the Customs Jetty at 4 p.m.

Saturday, September 10, 1921

The tender conveying passengers and baggage on board the S. M. R. s.s. Sakaki Maru will leave the Customs Jetty at 9 p.m.

Thursday, September 15, 1921

The tender conveying passengers and baggage on board the S. M. R. s.s. Chohei Maru will leave the Customs Jetty at 8 a.m.

The tender conveying passengers and baggage on board the L. V. Lang s.s. Yungshin will leave the Customs Jetty at 10 a.m

"S. S. CROOK"

CLASS 100—A. 1., LLOYDS

WILL SAIL FOR

TRIESTE-DANZIG-HAMBURG

ON OR ABOUT ..... SEPT. 9th, 1921

PASSENGERS AND FREIGHT

For particulars apply to

THE ADMIRAL LINE, Agents.

Cor. Kingse and Nanking Rds. Tel. C. 5971, 5972 and 5973

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.

FAST SCHEDULE SERVICES.

FOR CHINKIANG, NANKING, WUHU, KIUKIANG & HANKOW

S.S. "POYANG" ..... sails September 5th, midnight.
S.S. "LUENYI" ..... sails September 6th, midnight.
S.S. "WUCHANG" ..... sails September 7th, midnight.

Steamers connect at Hankow with the Company's sailings on the Middle Yangtsze and Hunan Lines.

FOR WEIHAIWEI, CHEFOO and TIENTSIN.

S.S. "TUNGCHOW" ..... sails September 6th, at 3 p.m.
S.S. "SHUNTIEN" ..... sails September 10th, at 10 a.m.

FOR HONGKONG and CANTON via SWATOW and AMOY.

S.S. "SHANTUNG" ..... sails September 4th, at noon.
S.S. "SINKIANG" ..... sails September 6th, at noon.
S.S. "SOOCHOW" ..... sails September 8th, at daylight.

FOR NINGPO.

S.S. "HSIN PEKING" ... sails at 4:30 p.m. every Monday, Wednesday and Friday.

Steamers connect at Hongkong with services to the Philippines, Indo-China and Australian Ports, also to Bangkok and Singapore.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons and are otherwise completely equipped for the comfort and convenience of Passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "The Taikoo Shipping Gazette" or apply to

Telephone Central No. 4881, Private Branch Exchange to all Departments

BUTTERFIELD & SWIRE, Agents, French Bund.

CPOS

CANADIAN PACIFIC OCEAN SERVICES

QUICKEST TIME TO CANADA UNITED STATES AND EUROPE

THROUGH TICKETS ISSUED — ALL RESERVATIONS ARRANGED, ITINERARIES PLANNED.

SAILINGS

TO VANCOUVER VIA NAGASAKI, KOBE AND YOKOHAMA

	Leave Shanghai	Leave Yokohama	Due Vancouver
Empress of Asia	Sept. 17	Sept. 24	Oct. 3
Empress or Japan	Sept. 28	Sept. 29	Oct. 11
Empress of Russia	Oct. 15	Oct. 22	Oct. 31
Monteagle	Oct. 30	Nov. 5	Nov. 19
Empress of Asia	Nov. 12	Nov. 19	Nov. 28
Empress of Japan	Nov. 20	Nov. 26	Dec. 8
Empress of Russia	Dec. 10	Dec. 17	Dec. 26

TO HONGKONG VIA MANILA

Emp. of Russia Oct. 1
Emp. of Asia Oct. 20
Emp. of Russia Nov. 27
Emp. of Asia Dec. 25

TO HONGKONG DIRECT

Monteagle .... Oct. 17
Emp. of Japan .. Nov. 7
Monteagle ... Dec. 22
Emp. of Japan Jan. 4

Dominion Express Travellers Checks Sold

Freight Department
Corner Peking and Yuen Ming Yuen Roads,
Telephone Central 181,
Cable Address "NAUTILUS"

Passenger Department
Palace Hotel Building
19 The Bund,
Telephone Central 181
Cable Address "GACANPAC"

THE ADMIRAL LINE

PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC SERVICE

Passengers and Freight, To Seattle

Via Kobe, Yokohama and Victoria, B.C.

S.S. KEYSTONE STATE ..... SEPT 13th
S.S. SILVER STATE ..... OCT. 25th

To San Francisco via Japan Honolulu

S.S. HAWKEYE STATE ..... OCT. 4th

To Hongkong and Manila

S.S. HAWKEYE STATE ..... SEPT. 15th
S.S. SILVER STATE ..... OCT. 6th

FREIGHT ONLY.

For Portland, Ore.

S.S. ABERCOS ..... SEPT. 4th

For Manila and Hongkong

S.S. PAWLET ..... SEPT. 12th

Through Bills of Lading issued to all U.S. and Canadian Overland Points. For Freight and Passenger Particulars apply to

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R. W. BRUCE, Agent
Telegraphic Address: "ADMIRALINE"
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ANYWHERE ON THE PACIFIC

PACIFIC MAIL S.S. CO.

AMERICAN STEAMERS
TRANS-PACIFIC SERVICE

PASSENGER and FREIGHT

For San Francisco via Yokohama, Kobe and Honolulu	For Hongkong via Manila
S.S. Empire State .... Sept. 6 S.S. Golden State....Oct. 2	S.S. Golden State . .Sept. 20

ROUND THE WORLD FREIGHT SERVICE

Regular monthly sailings for Manila, Hongkong, Saigon, Singapore, Calcutta, Colombo, Bombay, Port Said, Alexandria, Marseilles, Barcelona and Baltimore.

PANAMA SERVICE

PASSENGER and FREIGHT

Regular Bi-monthly sailings for Mexico, Central America, Panama, West Coast of South America.

SAN FRANCISCO-BALTIMORE SERVICE

FREIGHT ONLY.

Regular Bi-monthly sailings for Baltimore calling at Cuban Ports.

Through Bills of Lading issued to all Points in United States, Mexico, Central America, South America, and Cuba.

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Palace Hotel Building. Cable Address "SOLANO."

T. K. K.

TOYO KISEN KAISHA.

(ORIENTAL STEAMSHIP CO.)

Imperial Japanese and U.S.M. Line to San Francisco from Shanghai via Nagasaki, Dairen, Kobe, Yokohama and Honolulu.

ALONG THE PATHWAY OF THE SUN.

PROPOSED SAILINGS FROM SHANGHAI

FOR SAN FRANCISCO

S.S. "TENYO" MARU" via Nagasaki ..... Sept. 12
S.S. "KOREA MARU" via Nagasaki ..... Sept. 23
S.S. SHINYO MARU" via Nagasaki ..... Oct. 5

FOR HONGKONG

S.S. "KOREA MARU" via Manila ..... Sept. 5
S.S. "TAIYO MARU" via Manila ..... Oct. 13

Through Bills of Lading issued to all Principal Overlan Points in United States, Canada and Mexico by rail; and to Atlantic Coast Ports of the United States by connecting steamers, of Panama; also for South America.

Regular sailings from Hongkong and Yokohama, via Hawaii, for West Coast Ports of South America.

Excellent passenger accommodation on all steamers. Tickets issued under liberal privileges.

For information regarding Passenger Fares, Freight Rates, etc., apply to

S. KINNO, Acting Manager,
No. 71 Szechuen Road, Shanghai

Tel. Nos. Central 3229 and 3230.

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Passenger Service Regular Sailings

FOR TRIESTE AND ADRIATIC PORTS

taking cargo on through Bill of Lading to

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Next sailings:—

for

BRINDISI, VENICE AND TRIESTE via PORTS.

S.S. "PERSIA" ..... in October

(The S.S. "Persia" besides the Single Saloon Class carries also about 120 3rd Class berths).

Steamers and Dates liable to be altered or cancelled without notice.

For particulars regarding freight and passages apply to:—

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Cassoon Building (No. 28 Kiangse Road)

Telephone Private C. 2725
Telephone General Office C. 5095

CHINA MAIL S.S. CO., LTD.

PASSENGERS AND FREIGHT

Sailings From Shanghai

(Subject to Change)

FOR SAN FRANCISCO VIA JAPAN AND HONOLULU

	Leave Shanghai	Arrive San Francisco
S.S. "NANKING"	Sept. 21	Oct. 12
S.S. "NILE"	Oct. 25	Nov. 16
S.S. "CHINA"	Nov. 6	Nov. 28

FOR HONGKONG AND SINGAPORE DIRECT

S.S. "NILE"	Sept. 29
S.S. "CHINA"	Oct. 10
S.S. "NANKING"	Nov. 18

Through Bills of Lading issued to United States and Canadian Overland Points, Mexico, Central and South America, Panama, Cuba and Atlantic Coast Ports of the United States.

Special arrangements for through shipments to Havana, Cuba.

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FREIGHT AND PASSENGER AGENT
Corner Szechuen and Kiukiang Roads.
Telegraphic Address "CHIMAIL"
Telephones:
General Office Central 4778
Agent Central 6311

GENERAL SHIPPING NEWS

N. Y. K.
NIPPON YUSEN KAISHA
(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government
Sailings From Shanghai (Subject to Alteration)

EUROPEAN LINE MAIL SERVICE.

Marseilles, London and Antwerp via Hongkong, Singapore, Penang, Colombo, Suez, and Port said:—

	Tons		
KITANO MARU	15,980	Capt. M. Nakamura,	Sept. 12
INABA MARU	12,600	Capt. K. Hayashi,	Sept. 26

EUROPEAN LINE CARGO SERVICE

For Liverpool, Glasgow and Rotterdam via Ports.
S.S. "Mayebashi Maru", 15,200 tons, Capt. B. Takano, sailing from Hankow about Sept. 1st, sailing from Shanghai about Sept. 6th.
For Marseilles, Liverpool and Glasgow via Ports.
LISBON MARU ....15,200 Capt. S. Enya, about Sept. 27

For London and North Continental Ports via Ports.
"Mito Maru", 12,500, Capt. M. Tomita, beginning of Oct.

FOR VICTORIA and SEATTLE via Japan Ports.

KATORI MARU	19,100	Capt. T. Kusano,	Sept. 13
*KASHIMA MARU.	18,980	Capt. K. Itsuno,	Oct. 10

FOR SAN FRANCISCO AND NEW YORK Via Panama

Calling at Hongkong and Japan Ports.
*DAKAR MARU ... 15,000 Capt. H. Kishira, sailing Sept. 15

FOR SOUTH AMERICA (Sailing from Kobe).

For Buenos Ayres, Santos, Rio de Janeiro via Durban and Cape Town:—
KANAGAWA MARU 12,500 Capt. K. Shibaya, Sept. 10

FOR YOKOHAMA VIA NAGASAKI, MOJI AND KOBE

TAKESHIMA MARU.	4,500	Capt. T. Takechi,	Sept. 6
YAWATA MARU	7,000	Capt. S. Fujimura,	Sept. 9
KASUGA MARU	7,000	Capt. U. Tanaka.	Sept. 16

FOR KOBE AND OSAKA VIA MOJI.

YAMASHIRO MARU	7,000	S. Kusakari,	Sept. 8
KUMANO MARU	9,500	Capt. K. Kobayashi,	Sept. 10
OMI MARU	7,900	Capt. S. Poshimatsu,	Sept. 14
CHIKUGO MARU	5,500	Capt. S. Kishimoto,	Sept. 17

FOR KOBE DIRECT.

KAMO MARU	15,980	Capt. K. Ogura,	Sept. 5

FOR HONGKONG.

SUWA MARU	21,020	Capt. M. Machida,	Oct. 12

FOR MANILA AND HONGKONG.

KASHIMA MARU	18,910	Capt. K. Itsuno,	Sept. 20

FOR AUSTRALIA (Sailing from Hongkong).

For Manila, Zamboanga, Thursday Isl., Townville, Brisbane, Sydney, Melbourne:—

TANGO MARU	14,000	Capt. S. Saito,	Sept. 30
NIKKO MARU	10,000	Capt. S. Takano,	Oct. 18
AKI MARU	12,500	Capt. G. Shinomiya,	Nov. 15

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to
NIPPON YUSEN KAISHA.

Tel. Address: Yusen, Shanghai.

"The North China Line"
COLUMBIA PACIFIC SHIPPING CO.

Sailing From Shanghai

	about
S.S. "WEST NIVARIA"	Sept. 12, 1921
S.S. "VINITA"	Oct. 3, 1921
S.S. "WEST KADER"	Oct. 24, 1921
S.S. "WEST KEATS"	Nov. 14, 1921

Cargo Service between

PORTLAND, OREGON

and

Shanghai, Tsingtao, Tientsin, Dairen and Japan Ports

Through Bills of Lading to New York, Baltimore, Philadelphia, Charleston and Boston in connection with Fast Inter-Coastal Liners.
Through Railway Bills of Lading to the principal cities of the United States and Canada.
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C. L. SEITZ, *General Agent.*
Telephone C. 463. No. 6 Kiukiang Road, Shanghai (4th floor)

O. S. K.
OSAKA SHOSEN KAISHA

Under Mail Contract with Imperial Japanese Government

Sailings From Shanghai (Subject to Alteration)

EUROPEAN LINE. For London, Antwerp, Rotterdam and Hamburg, via Hongkong, Singapore and Colombo.

	Tons	Capt.	Arrive	Leave.
*ALASKA MARU	15,000	T. Narita,	Sept. 2	Sept. 4

NEW YORK LINE. For San Francisco, Panama, Cuba and New York via Dairen, Japan Ports.

*AMUR MARU	15,000	H. Chiba,	Sept. 18 Sept. 20

PUGET SOUND LINE, For Tacoma, Victoria, Seattle and Vancouver via Dairen, Kobe, and Yokohama, Japan Ports.

HAWAII MARU	20,000	K. Kitado,	Sept. 5 Sept. 7

FOR HONGKONG via Manila.

ALABAMA MARU	20,000	T. Yamaguchi,	Sept. 2 Sept. 4

FOR NORTH CHINA PORTS, For Dairen via Tsingtau and Tientsin.

FUKUKEN MARU	5,000	D. Fukami,	Aug. 31 Sept. 2

FOR FORMOSA, For Takao via Keelung.

SEIKYO MARU	5,000	N. Kamizawa,	Sept. 3 Sept. 5

OSAKA SHOSEN KAISHA

Union Building, 4 The Bund, Tel. Nos. Central 4233, 4234 and 4235. O.S.K., Yangtszepoo Wharf, Tel. Nos. Central 3215, East 208 and 212. Tel. Address: SHOSEN, Shanghai.

P. & O., British India, Apcar, E. & A. S.S. Lines
(Companies incorporated in England)

FOR MARSEILLES, LONDON AND ANTWERP via HONGKONG, STRAITS, CEYLON, EGYPT

S.S. "KHYBER"	Sept. 13th
S.S. "KHIVA"	Oct. 10th
S.S. "SARDINIA"	Oct. 24th
S.S. "KARMALA"	Nov. 7th

FOR BOMBAY via STRAITS AND COLOMBO

S.S. "DILWARA"	Sept. 9th
S.S. "DUNERA"	Oct. 12th

FOR CALCUTTA FROM HONGKONG via THE STRAITS

S.S. "TANDA"	Sept. 16th
S.S. "TAKADA"	Sept. 30th

FOR SYDNEY and MELBOURNE from HONGKONG

*S.S. "EASTERN"	Sept. 17th
S.S. "ARAFURA"	Oct. 17th
S.S. "ST. ALBANS"	Nov. 14th

*from Shanghai

P. & O. and B.I.S.N. Co.'s tickets interchangeable.
Steamers and sailing dates are liable to be altered or cancelled without notice.

For particulars regarding Freight or Passage, apply to

MACKINNON, MACKENZIE & CO.
AGENTS
77, Szechuen Road, Shanghai
Telephones: General: Central 169 Passage: Central 2510 Freight: Central 2069

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S.S. SCHODACK .....

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THE ADMIRAL LINE, Agents.
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STRUTHERS & DIXON
INCORPORATED
Pacific Representatives and Operators
Green Star Line

For Los Angeles & San Francisco—via Japan.
U.S.S.B. "WEST JENA" ..... Sept. 9th

For Seattle—via Japan

For New York—via Suez Canal
U.S.S.B. "DUQUESNE" ..... Sept. 14th

For information on rates, etc., apply to

EXECUTIVE OFFICE FOR THE FAR EAST STRUTHERS & DIXON, INC.
Shanghai, China. 7 Jinkee Road
Tel. Cent. 5017 and 5018
Acting General Agent.
W. B. LUNT,
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THROUGH THE YANGTSE GORGES
in the
Express, Mail and Passenger Steamer
"LOONG MOW"

Lieut. Commander S. Hall, R.N.R. (Captain)

The best time to make this wonderful voyage is during the months of September, October and November. During these months, the "Loong Mow" will maintain a regular eight-day service from Ichang to Chungking and special arrangements will be made for passengers from Shanghai and lower river ports to connect with the "Loong Mow" at Ichang.

The "Loong Mow" is the most luxurious river steamer in the Far East and is fitted with every modern comfort and convenience for passengers. A most excellent service and cuisine is provided.

For particulars and pamphlets apply to the Owners. MESSRS. MACKENZIE & CO., Canton Road. Agents, MESSRS. BUTTERFIELD and SWIRE. MESSRS. THOS. COOK AND SONS.

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Sep. 4	—	Portland, Ore.	Abercos	Am.	Adl. Line
Sep. 6	—	San Francisco	†Empire State	Am.	P.M.S.S. Co.
Sep. 7	—	Tacoma, ports	Hawaii	Jap.	
Sep. 9	—	Los Angeles, ports	West Jena	Am.	S. & Dix
Sep. 10	—	Buenos Ayres, etc.	Kanagawa M.	Jap.	N. Y. K.
Sep. 12	—	Portland, ports	West Nivaria	Am.	Ch. P. Co.
Sep. 12	—	San Francisco	†Tenyo Maru	Jap.	T. K. K.
Sep. 13	—	Seattle	†Keystone State	Am.	Adl. Line
Sep. 14	—	New York via P'ma	Toyooka Maru	Jap.	N. Y. K.
Sep. 14	—	New York via Suez	Duquesne	Am.	S. & Dix
Sep. 17	—	Vancouver	†E. of Asia	Br.	C. P. O. S.
Sep. 18	—	Seattle, ports	Katori Maru	Jap.	N. Y. K.
Sep. 20	—	New York	Amur Maru	Jap.	O. S. K.
Sep. 22	—	San Francisco	†Nanking	Am.	China Mail
Sep. 23	—	Vancouver	†E. of Japan	Br.	C. P. O. S.
Sep. 23	—	San Frencisco	†Korea Maru	Jap.	T. K. K.
Oct. 2	—	San Francisco	†Golden State	Am.	P.M.S.S. Co.
Oct. 3	—	Portland, ports	Vinita	Am.	Ch. P. Co.
Oct. 4	—	San Francisco	†Hawkeye State	Am.	Adl. Line
Oct. 5	—	San Francisco	†Shinyo Maru	Jap.	T. K. K.
Oct. 10	—	Seattle, ports	†Kashima Maru	Jap.	N. Y. K.
Oct. 15	—	Vancouver	†E. of Russia	Br.	C. P. O. S.
Oct. 25	—	San Francisco	†Nile	Br.	China Mail
Oct. 24	—	Portland, Ore.	West Kader	Am.	Ch. P. Co.
Oct. 25	—	Seattle, ports	†Silver State	Am.	Adl. Line
Oct. 30	—	Vancouver	†Monteagle	Br.	C. P. O. S.
Nov. 6	—	San Francisco	†China	Am.	China Mail
Nov. 12	—	Vancouver	†E. of Asia	Br.	C.P.O.S.
Nov. 14	—	Portland, Ore.	West Keats	Am.	Ch. P. Co.
Nov. 20	—	Vancouver	†E. of Japan	Br.	C.P.O.S.
Dec. 10	—	Vancouver	E. of Russia	Br.	C.P.O.S.

FOR JAPAN PORTS

Sep.	4 noon	Miike	Yushun	Br.	B. & S.
Sep.	5 —	Kobe	Kamo Maru	Jap.	N. Y. K.
Sep.	6 —	N'saki, K., Y'hama	Takeshima M.	Jap.	N. Y. K.
Sep.	8 8.00*	Moji, Kobe, Osaka	Yamashiro M.	Jap.	N. Y. K.
Sep.	9 8.00*	N'saki, K., Y'hama	Yawata Maru	Jap.	N. Y. K.
Sep.	10 —	Moji, Kobe, Osaka	Kumano Maru	Jap.	N. Y. K.
Sep.	14 5.00*	Moji, Kobe, Osaka	Omi Maru	Jap.	N. Y. K.
Sep.	16 10.00*	N'saki, K., Y'hama	Kasuga Maru	Jap.	N. Y. K.
Sep.	17 5.00*	Moji, Kobe, Osaka	Chikugo Maru	Jap.	N. Y. K.

FOR EUROPE INDIA, STRAITS, ETC.

Sep.	3 —	Hamburg, ports	Alaska Maru	Jap.	O. S. K.
Sep.	6 —	Liverpool, ports	Mayebashi M.	Jap.	N. Y. K.
Sep.	9 —	Bombay, ports	†Dilwara	Br.	M. M. & Co
Sep.	12 —	London, ports	Kitano Maru	Jap.	N. Y. K.
Sep.	13 —	London, ports	†Khyber	Br.	M. M. & Co
Sep.	15 —	Antwerp, ports	Glaucus	Br.	B. & S.
Sep.	16 —	Liverpool, ports	Theseus	Br.	B. & S.
Sep.	16 —	Liverpool, ports	Lisbon Maru	Jap.	N. Y. K.
Sep.	18 —	Sydney, ports	Eastern	Br.	M. M. & Co
Sep.	19 —	Rotterdam, ports	Tjisondari	Dut.	H. C. T. Co
Sep.	22 —	Hamburg, ports	Glentara	Br.	G.L.E.A.
Sep.	22 —	Hamburg, ports.	Elpenor	Br.	B. & S.
Sep.	26 —	London, ports	Inaba Maru	Jap.	N. Y. K.
Sep.	27 —	Liverpool, ports	Lisbon Maru	Jap.	N. Y. K.
Sep.	29 —	Singapore	Nile	Br.	China Mail
Sep.	30 —	Liverpool, ports	Eumaeus	Br.	B. & S.
Oct.	6 —	Antwerp, ports	Pyrrhus	Br.	B. & S.
Oct.	10 —	London, ports	†Khiva	Br.	M. M. & Co
Oct.	10 —	Hamburg, ports	Alderamin	Dut.	H. C. T. Co
Oct.	10 —	Singapore	China	Am.	China Mail
Oct.	12 —	Bombay, ports	Dunera	Br.	M. M. & Co
Oct.	20 —	Antwerp, ports	Agapenor	Br.	B. & S.
Oct.	24 —	London, ports	†Sardinia	Br.	M. M. & Co
Oct.	27 —	Liverpool, ports	Antilochus	Br.	B. & S.
Oct.	31 —	Rotterdam, ports	Boeroe	Dut.	H. C. T. Co
Nov.	7 —	London, ports	Karmala	Br.	M. M. & Co
Nov.	29 —	Hamburg, ports	Tosari	Dut.	H. C. T. Co
Dec.	27 —	Hamburg, ports	Aldebaran	Dut.	H. C. T. Co

FOR SOUTHERN PORTS

Sep.	4 —	Tientsin	Kwangping	Br.	K. M. A.
Sep.	4 noon	A. H'kong, Canton	Shantung	Br.	B. & S.
Sep.	5 —	Manila, Hongkong	Korea Maru	Jap.	T. K. K.
Sep.	5 4.30	Ningpo	Hsin Peking	Br.	B. & S.
Sep.	6 4.30	Ningpo	Kiangteen	Chi.	C.M.S.N. Co
Sep.	6 D.L.	S. H'kong, C'ton	Kwonsang	Br.	J. M. & Co.
Sep.	6 noon	S. H'kong, Canton	Sinkiang	Br.	B. & S.
Sep.	6 —	Foochow	Heinchi	Chi.	C.M.S.N. Co.
Sep.	7 D.L.	S. H'kong, C'ton	Hangsang	Br.	B. & S.
Sep.	8 D.L.	A. H'kong, C'ton	Soochow	Br.	B. & S.
Sep.	12 —	Manila, Hongkong	Pawlet	Am.	Adl. Line
Sep.	15 —	Hongkong & Manila	Hawkeye State	Am.	Adl. Line
Sep.	20 —	Manila & Hongkong	Kashima Maru	Jap.	N. Y. K.
Sep.	20 —	Manila & Hongkong	Golden State	Am.	P.M.S.S. Co.
Sep.	29 —	Hongkong	Nile	Br.	China Mail
Oct.	1 —	Manila, Hongkong	E. of Russia	Br.	C. P. O. S.
Oct.	6 —	Hongkong, Manila	Silver State	Am.	A. Line
Oct.	10 —	Hongkong	China	Am.	China Mail
Oct.	12 —	Hongkong	Suwa Maru	Jap.	N. Y. K.
Oct.	13 —	Manila, Hongkong	Taiyo Maru	Jap.	T. K. K.

FOR NORTHERN PORTS

Sep.	4 noon	Antung, Tientsin	Kwangse	Br.	B. & S.
Sep.	4 3.00	W'wei, C'foo, T'tsin	Koonsning	Br.	J. M. & Co
Sep.	4 —	Newchwang	Toonan	Chi.	C.M.S.N. Co.
Sep.	4 noon	Weihaiwei	Hangchow	Br.	B. & S.
Sep.	5 —	Tientsin	Kwangping	Br.	K. M. A.
Sep.	6 3.00	W., C'foo, T'tsin	Jinan	Br.	B. & S.
Sep.	6 —	Chefoo, Newchwang	Kungping	Chi.	C.M.S.N. Co.
Sep.	6 —	Chinwangtao	Kaiping	Br.	K. M. A.
Sep.	10 10.00*	W'wei, C'foo, T'tsin	Shuntien	Br.	B. & S.
Oct.	10 —	Vladivostok	Shinyue	Chi.	S.P.S.N. Co.
Oct.	11 7.00*	Tsingtao, Dairen	Sakaki Maru	Jap.	S.M.R. Co.
Sep.	15 10.00*	Vladivostok	Yungshin	Chi.	L. V. Lang
Sep.	15 9.00*	Tsingtao, ports	Chohei Maru	Jap.	S.M.R. Co.

FOR RIVER PORTS

Sep.	4	M.N. Hankow, etc.	Hwahta	Chi.	C.M.S.N. Co.
Sep.	5	M.N. Hankow, etc.	Kiangan	Chi.	C.M.S.N. Co.
Sep.	5	M.N. Hankow, etc.	Poyang	Br.	B. & S.
Sep.	6	M.N. Hankow, etc.	Suiwo	Br.	J. M. & Co.
Sep.	6	M.N. Hankow, etc.	Luenyi	Br.	B. & S.
Sep.	6	M.N. Hankow, etc.	Tehhsing	Chi.	S.P.S.N. Co.
Sep.	7	M.N. Hankow, etc.	Kiangfoo	Chi.	C.M.S.N. Co.
Sep.	7	M.N. Hankow, etc.	Esang	Br.	J. M. & Co.
Sep.	8	M.N. Hankow, etc.	Wuchang	Br.	B. & S.
Sep.	8	M.N. Hankow, etc.	Kiangwah	Chi.	C.M.S.N. Co
Sep.	8	M.N. Hankow, etc.	Kutwo	Br.	J. M. & Co.
Sep.	8	M.N. Hankow, etc.	Nganking	Br.	B. & S.
Sep.	9	M.N. Hankow, etc.	Shengking	Br.	B. & S.
Sep.	9	M.N. Hankow, etc.	Tuckee	Br.	J. M. & Co.
Sep.	9	M.N. Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co.
Sep.	10	M.N. Hankow, etc.	Whangpu	Br.	B. & S.
Sep.	11	M.N. Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co
Sep.	12	M.N. Hankow, etc.	Kiangshun	Chi.	C.M.S.N. Co.
Sep.	12	M.N. Hankow, etc.	Tatung	Br.	B. & S.

* A. M. M.N.—MIDNIGHT D.L.—DAYLIGHT
† CARRYING MAIL.

VESSELS IN HARBOR AND AT WOOSUNG

Date		From	Ships Name	Flag	Agents
July	18	—	Ankong	Chi.	
Aug.	27	— Itoilo	Agnes Dollar	Am.	Dollar
Sep.	3	— Manila, H'kong	Abercos	Am.	Adl. Line
Sep.	2	— Bombay, ports	Alipore	Br.	M. M. & Co
Sep.	2	— Japan	Alaska Maru	Jap.	O. S. K.
Sep.	3	— Tacoma, ports	Alabama Maru	Jap.	O. S. K.
Aug.	29	— New York, ports	Bessie Dollar	Br.	Dollar Co.
Aug.	28	—	Chinchong	Chi.	T.Y.S.S. Co.
Aug.	31	— Japan	Chokai Maru	Jap.	M.B.K.
June	29	—	Chinchong	Chi.	T.Y.S.S. Co.
Aug.	31	— Cruise	Chuentiao	Chi.	Customs
Sep.	3	— Amoy	Chinkiang	Br.	B. & S.
Sep.	3	— Marseilles, ports	Cordillere	Fr.	M. M. Cie
Sep.	2	— Liverpool, ports	Glaucus	Br.	B. & S.
Sep.	1	— London, ports	Glentara	Br.	G. L. E. A.
Aug.	31	— Foochow	Fujisan Maru	Jap.	O.S.K.
Aug.	28	— Ningpo	Hsin Ningshao	Br.	B. & S.
Aug.	27	— Chinwangtao	Henrik	Nor.	K.M.A.
Aug.	26	— Hongkong	Hangchow	Br.	B. & S.
June	13	—	Hwahting	Chi.	
Apr.	10	—	Hungkiang	Fr.	C. S. F. den.
Sep.	3	— Foochow	Hsinchi	Chi.	C.M.S.N. Co.
Sep.	2	— Hankow, etc.	Hwahta	Chi.	C.M.S.N. Co
Sep.	1	— Chinwangtao	Hwahwu	Chi.	K.M.A.
Sep.	1	— Copenhagen	Japan	Sw.	E.F.A.
Sep.	3	— Chinwangtao	Kaiping	Br.	K. M. A.
Sep.	3	— Hankow, etc.	Kiangan	Chi.	C.M.S.N. Co.
Sep.	2	—	Kifune Maru	Jap.	M. S. K.
Sep.	2	—	K. Templar	Br.	B. & S.
Sep.	3	— Tientsin, ports	Koonshing	Br.	J. M. & Co
Sep.	2	—	Kungping	Chi.	C.M.S.N. Co.
Sep.	2	— Chinwangtao	Kwangping	Br.	K. M. A.
Sep.	3	— Hongkong	Kwanto Maru	Jap.	N. Y. K.
Aug.	11	—	Kwangsang	Br.	J. M. & Co.
Aug.	22	— Swatow	Kokai Maru	Jap.	S. Yoko
Aug.	22	— Wenchow	Kiuklang	Br.	B. & S.
Sep.	3	— Cruise	Kwangchi	Chi.	C.M.S.N. Co.
Aug.	24	— Hankow, etc.	Liuhsing	Chi.	Customs
Aug.	29	— Cruise	Luenho	Br.	J. M. & Co
Aug.	29	— Hongkong	Likin	Chi.	Customs
Aug.	31	— River ports	Lushan Maru	Jap.	N.K.K.
July	28	— Chefoo	Meitan	Am.	Socony
June	19	—	Mingshun	Chi.	S.P.S.N. Co.
Sep.	2	—	Miesur	Br.	
Sep.	2	— River ports	Meian	Am.	Socony.
Sep.	3	— Japan	Misaki Maru	Jap.	M.B.K.
Sep.	1	— Japan	Ningchow	Br.	B. & S.
Sep.	3	— Hankow, etc.	Ningshao	Chi.	N.S.S.N. Co.
June	23	— Swatow	Ningpo	Br.	B. & S.
Sep.	1	— Chinwangtao	Patriot	Br.	K. M. A.
Sep.	3	— Hankow, etc.	Poyang	Br.	B. & S.
Aug.	30	— Cruise	Pacific	Dan.	G.N.T. Co.
Aug.	27	— Swatow	Pakhoi	Br.	B. & S.
Aug.	30	—	Ralph Moller	Br.	Mollar & Co.
Aug.	29	— Tientsin, Chefoo	Shinping	Chi.	S.P.S.N. Co.
Sep.	1	— Hankow	Schodack	Am.	Adl. Line
Sep.	3	— Tientsin	Seikyo Maru	Jap.	O.S.K.
Sep.	2	— Hongkong	Shantung	Br.	B. & S.
Sep.	3	— Hongkong	Sinkiang	Br.	B. & S.
Sep.	2	— Cruise	Store Nordiske	Dan.	G.N.T. Co.
Sep.	2	— Hankow, etc.	Tafoo Maru	Jap.	N.K.K.
Sep.	2	—	Taishun Maru	Jan.	Kaiyosha
Sep.	2	— Japan	Tjibodas	Dut.	H. C. T. Co
Sep.	2	— Newchwang	Toonan	Chi.	C.M.S.N. Co.
Sep.	2	— Hankow, etc.	Tsingtah 2	Am.	C. I. & E. L. Co.
Sep.	2	— Hankow, etc.	Woosung	Br.	B. & S.
Aug.	29	— Hankow, etc.	Whangpu	Br.	B. & S.
Aug.	31	— Chinwangtao	Wugo Maru	Jap.	K.M.A.
Aug.	26	— Antung	Yunnan	Br.	B. & S.

DOLLAR LINE

REGULAR TRANS-PACIFIC AND NEW YORK FREIGHT SERVICE

MANILA—HONGKONG—SINGAPORE—SHANGHAI TO AMERICA

SAILING FOR VANCOUVER
S.S. "Bessie Dollar" Sept./Oct.

SAILING FOR NEW YORK VIA PANAMA
S.S. "Bessie Dollar" Sept. Oct.

SAILING FOR NEW YORK VIA SUEZ
S.S. "Grace Dollar" Sept./Oct.

SAILING FOR HONGKONG AND MANILA
S.S. "Bessie Dollar" Sept. 3rd

SAILING FOR HONGKONG, MANILA, SINGAPORE AND CALCUTTA
S.S. "Grace Dollar" Sept.

Through Bills of Lading issued to Points Beyond.
Through Railway Bills of Lading issued to the Principal Cities of the United States and Canada.
For further information as to Freight Rates, etc. apply to

THE ROBERT DOLLAR COMPANY
Union Building, Canton Road
TELEPHONE: CENTRAL 2308

Schiller & Co.

BRITISH FIRM—ESTABLISHED 1885
Insurance, Cartage Contractors, Expert Furniture and Curio Packers, Warehousing at Lowest Rates.
GOODS DELIVERED TO ALL PARTS OF THE WORLD
Telephone Central 204 9 Kiaou Road, Shanghai.

YANGTSZE GORGES

The Most Spectacular Inland Water Trip in the World. Particularly delightful at this Season of the Year.

The Robert Dollar Company

Operates

Two Fast Luxurious Steamers between Ichang & Chungking

"ALICE DOLLAR"
"ROBERT DOLLAR II"

All Modern Comforts Cuisine Excellent

Frequent Trips assure close connection with Lower River Steamers

For Full Information Regarding Passenger and Freight Rates, Descriptive Pamphlet

WRITE

The Robert Dollar Company
Shanghai, Hangkow, Peking

Thos. Cook & Son Shanghai

TYRE SERVICE THAT IS SERVICE
Pennsylvania Vacuum Cup Tyres, the only tread that gives positive non-skid safety on wet slippery pavements and they cost no more than ordinary tyres.
H.S. HONIGSBERG & CO. INC.
P. GIOVANNINI TYRE DEPT

The China Press
大陸報

SHANGHAI, SUNDAY, SEPTEMBER 4, 1921

THE CENTRAL GARAGE CO.
9 Hongkong Road Tel Central 6606

Business and Official Notices

Cable "MOORE" Shanghai
ESTABLISHED 1874
Codes A1, ABC 5th Ed. & Bentley's

L. MOORE & Co
LIMITED

45 Klangse Road Shanghai
Auctioneers, Valuers, Land Brokers

Phone { Fire Loss Adjusting Dept. C. 6123
Auction Dept. C. 153

AUCTION INDEX

Weekly Sundry Cargo Auctions are held every Wednesday in our Godown in rear. Goods sent in to-day may be included in the sale

ON WEDNESDAY, SEPTEMBER 7th
at 2.30 p.m.

60 Cases Washing Soap, 14 Cases Steel Butts, 12 Cases Condensed Milk, 15 bags "Queen Anne" Brand Flour (damaged), 3 cases Loganberry Jam, 31 doz. Casement Fasteners, 8 doz. Brass ceiling hooks, 4 doz. Door holders, 16 doz. Chain bolts, 60 sets Sash Centers, 13 doz. Door locks, 14 doz. Padlocks, 21 doz, Drawer pulls, 16 doz. Dail locks, Floor Checks, Door checks, Sash lifts, Casement adjusters, Casement bolts, Coat and hat hooks, Draw locks, Auto battery box locks, Bolt rods, Brass butts, Door knockers, etc., etc.

also

2 Cases 200 x 8 oz. tins Brilliant Scarelet RRR
92 x 8 oz. tins (in retail) Brilliant Scarelet RRR
7 Cases each 500 pounds Direct Sky Blue.
1 Case 100 x 1 catty pkts Ultramarine Blue
69 pkts. of 1 catty each Ultramarine Blue
2 Cases 100 x 1 catty pkts Ultramarine Blue
88 Pkts. of 1 catty each Ultramarine Blue
1 Barrel German Aniline Dye.

Now on View.

WINE AUCTION

WE PROPOSE HOLDING A WINE AUCTION AT AN EARLY DATE, AND SHALL BE GLAD IF INTENDING SELLERS WILL SEND IN PARTICULARS AS SOON AS POSSIBLE.

W. Furned & Co.
comprising:
Auctioneers, Land Brokers, Valuers & Appraisers
will sell within their Salesroom
No. 49 KIANGSE ROAD
Tuesday, 6th September, 1921
Commencing at 10 a.m.
NEW HOUSEHOLD FURNITURE AND EFFECTS

Silk tapestry covered drawing room suite in teakwood frame, jardiniere stands, overmantles, Tientsin carpets, stair carpets, brass stair rods, Chesterfield couch and easy chairs, arm chairs, extension dining table, Morocco leather covered reversible seat dining chairs, oakstained sideboard with glass cabinet combined, dinner wagons, solid brass and enamelled iron bedsteads, Mahogany stained, bedroom suite with bevelled-edge mirrors, wardrobes, dressing tables, washstand, 4-fold screens, pictures, ornaments, etc.

also

1 Wireless machine
1 New gramophone
New kodaks and cameras
Italian violins, guitars and mandolins.

On View Day of Sale.

DEATH

POWER: On the 3rd September, 1921, at the Isolation Hospital, Shanghai, George F. Power (Messrs. Butterfield & Swire), aged 27 years. The funeral will take place at the Bubbling Well Cemetery today, the 4th Sept., 1921, at 4 p.m. All friends are invited to attend.

REMOVAL NOTICE

Dr. E. EVAN-JONES, Dental surgeon has removed to Ezra Building, 24 Nanking Road.
41047

A JAVA SECRET IN SHANGHAI "BATIK"

For centuries the art of Batik, of painting wonderful designs on silk in unfading and waterproof colours of great beauty, has been a carefully guarded secret in certain families in the Dutch Indies. Greatly in demand in Europe, the process is especially suitable for ladies dresses, cushions, lamp-shades and handkerchiefs.

Recently brought to Shanghai, samples may now be seen by appointment at No. 1, Yu Yuen Road, and at Hall and Holtz, Squires and Ye Gift Shop.
40990

Ask for
SANDY MAC
SPECIAL LIQUEUR
Scotch Whisky

NOTICE

The power of Attorney granted by the New Home Sewing Machine Co. of New York to Mr. H. V. Bernard, dated the 30th June, 1919, has been revoked by a letter under the seal of the company signed by Mr. C. R. Scarborough, President, dated the 1st of July, 1921, and the undersigned alone holds a power of Attorney from the company for China.

THE NEW HOME SEWING MACHINE CO.,
By WALTER E. KRUESI,
Attorney.
41073

"Antimony" "Zinc"

For quotations and particulars apply Anglo-Chinese Trading Company (of Hankow).

Telegraphic Address, Anglochina, Hankow—Code, Bentley's.
41038

IMPORTANT

You can hardly expect to start into business for yourself without some capital, and you cannot reasonably expect to get capital unless you save it out of your income.

How to do it?

By subscribing at once to I.S.S. Premium Bonds which give you enormous possibility to get
$10,000 or more
the 15th of each month.

International Savings Society
7 Avenue Edouard VII,
SHANGHAI.

The Exquisite Lace Shop
31A Nanking Road

A special sale, for one week, of napkins, table sets, underwear, etc. 41067

REMOVAL NOTICE

From September 1st, my offices will be located in the Kelly & Walsh Building, 12 Nanking Road.
Francis Berndt
Architect-engineer
Manager of Building projects
(Expert Building Service)
Telephone C. 831-832.
41068

L. C. Smith & Bros. TYPEWRITER No. 8 SILENT MODEL

Ball Bearing, Long Wearing, Silent Running.

Equipped with all up-to-date improvements.

Built for service and efficiency and of finest workmanship and construction, it is the most perfect typewriter ever offered in China.

Geddes & Co., Ltd.
Agents,
5 Peking Road, Shanghai.
Tel. C. 345.

Auction of Sundry Cargo.

NOEL, MURRAY & CO.
LIMITED

Will Sell at Salesroom
On Monday, 5th Sept., 1921
Commencing at 2.30 p.m.

A Large Quantity of

Water Proof Cloth, Cream Serge, Panama Hats, Aniline Dyes (Direct Green and Scarlet B. R.), Safety Razors, Printing Ink, Assorted Jam, Sardines, Natural Swiss Milk, Turkish Bath Soap, Ready Made Mixed Paint, Gunny Bags, Shantung Pongee Silk, Perfumery, Turkish Cigarettes, Celona Strips, Fancy Worsted Suiting, etc., etc.

also

8 BALES KNITTING YARN "SWAN CHOP"

10 Rolls "Agrippa" Light, Medium and Heavy Belting, 1, 2, 4, 5, 6, 8 and 10".

3 Cases Polishing Heel Balls, 6 Cases "Bouquet" and "Violet" Toilet Soap, 9 Cases Handkerchiefs 13½ by 13½" by 16 by 16", 20 Pairs Hemmed Plain Bed Sheets, 37 Pairs Twilled Hemmed Bed Sheets, 2 Casks Zinc Sheets, 1 Roll Leather Belting 12" by 224½ feet, 4 Rolls Printing Roller Hides, 200 Doz. New Towels, 18 Crates "Tangle Foot" Fly Paper, 20 Kegs Stone Colour Paint.

On View Morning of Sale.

BIRTH

GRIMPEL: On August 28, 1921, born, to Mr. and Mrs. A. S. Grimpel, at their home, under the care of Dr. P. Weischer, a son. 41075

SHANGHAI-NANKING LINE

On and from the 4th September, 1921, the Through Service between the Shanghai-Nanking Line and the Tientsin-Pukow Line will be resumed. Passengers will be temporarily transshipped north of Mon Tai Tze, and will have to walk about a quarter of a mile only between the two trains. The Baggage will be transshipped by porters.

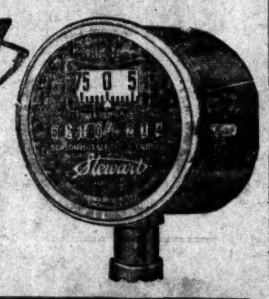
It is hoped to run trains right through from Pukow to Tientsin and vice versa, as from Tuesday, the 6th instant, but a further announcement will be made later.

The Down Express from Tientsin will connect our night Empress at Nanking.

By Order,
ACTING TRAFFIC MANAGER.
41065

If you want a
SAFE
that is a
SAFE SAFE
try one of the
SAFE SAFES
from
THE OFFICE APPLIANCE CO.
22 Nanking Road.
SHANGHAI.

Stewart
MOTOR-CYCLE SPEEDOMETER



Absolute accuracy and reliability are guaranteed. No trembling of the pointer. Built to withstand the hardest possible motor-cycle strain and stress.

The Shanghai Horse Bazaar & Motor Co., Ltd.

TAXI?
Yellow & Black
C. 202

The Kuling American School
KULING, KIANGSI

A boarding school in an ideal climate at an altitude of 3,500 feet. New fireproof buildings. All grades from the first grade of primary to the third year of high school inclusive, a highly trained staff of ten members, including a trained nurse and a physician. The school maintains a well-equipped infirmary.

A high standard of scholarship and the development of Christian ideals are the aims of the school.

The fall term opens September 5th; for particulars address A. H. STONE, Headmaster, Kuling.
40863

Business and Official Notices

Monday, September 5th, being Labor Day, the Offices of the American Consulate General will be closed to public business.

Edwin S. Cunningham,
American Consul-General.
41032

SPECIAL SALE
60 tons of
TUNGSTEN ORE
which contains 70.28%
TUNGSTEN
0.17% tin, etc.
Apply to Mr. S. F. Tseng,
No. 12 Sinza Road,
Sinza Terrace.
41059

Hankow and Ports

The Hoong On S.S. Co.'s Steamer Teh Hsing, Captain Choo, will leave from the Ningpao Wharf, Chinese Bund, Nantao, on Tuesday, the 6th Sept., at about 12 o'clock (midnight). (Cabins fitted with electric fans). Passage Money, Shanghai to Hankow, $40 single and $60 return. For Freight or Passage apply to office of the Company, 47-49 Avenue Edward VII. Telephones: Freight 1520; Passage 3283.
41064

Do you want to learn Chinese?

Mr. Tsi Tze-chin, who can speak the native tongue of Nanking and Shanghai, having taught in the language school of Nanking for several years, therefore can use the new method to teach, thus the students may easily understand in a short period of time. If there is any one wishing to learn, please write or call at the following address:

The address is:
UNION IMPORT CO.,
Chaotung Road.
40997

ISTHMIAN STEAMSHIP LINES
S.S. "ATLANTA CITY"
From Mobile & New Orleans

Consignees of cargo ex this steamer are hereby notified that broken and ship-damaged packages will be examined at the Shanghai & Hongkew Wharf Company's Pootung Wharf, on Monday, September 5th, at 10 a.m. by Messrs. Paulsen & Bayes-Davy, Marine Surveyors.

United States Steel Products Co.
Agents.
41023

S. S. "Bessie Dollar"

The s.s. "Bessie Dollar" is now discharging her cargo at the Dollar Pai Lien Chien wharf. Consignees are requested to send in their bills-of-lading for countersignature and take delivery of their goods. All claims against this steamer must be sent in within ten (10) days after the completion of the steamer's discharge or they will not be recognized. All risks at the wharf to be borne by the consignees of the goods. Examination of the damaged cargo will take place at the wharf, on Tuesday, September 6th, at 9 a.m. Marine Surveyors, Messrs. Eisler and Reeves will be in attendance.

THE ROBERT DOLLAR CO.
40987

The London China Steamship Company, Limited

(In Voluntary Liquidation)

NOTICE is hereby given, in pursuance of Section 188 (1) of the Hongkong Companies Ordinance, 1911, that a General Meeting of the above named Company will be held at the offices of the Liquidator, No. 7 Avenue Edouard VII., Shanghai, on Monday, 5th September, 1921, at 5 p.m. for the purpose of having laid before it an account showing the manner in which the winding up has been conducted and the property of the Company disposed of, and of hearing any explanation which may be given by the Liquidator, and also of determining, by extraordinary resolution, the manner in which the Books and papers of the Company and of the Liquidation shall be disposed of.

A. McLURE,
Liquidator.
Shanghai, 3rd August, 1921.
40145

The British China Steamship Company, Limited

(In Voluntary Liquidation)

NOTICE is hereby given, in pursuance of Section 188 (1) of the Hongkong Companies Ordinance, 1911, that a General Meeting of the above named Company will be held at the offices of the Liquidator, No. 7 Avenue Edouard VII., Shanghai, on Monday, 5th September, 1921, at 4 p.m. for the purpose of having laid before it an account showing the manner in which the winding up has been conducted and the property of the Company disposed of, and of hearing any explanation which may be given by the Liquidator, and also of determining, by extraordinary resolution, the manner in which the Books and papers of the Company and of the Liquidation shall be disposed of.

A. McLURE,
Liquidator.
Shanghai, 3rd August, 1921.
40145

From September 1, 1921, to October 1, 1921, our office will be removed from 113 Avenue Edward VII to Oriental Press, 115 Avenue Edward VII, after which time we will be located in the new Great Northern Telegraph Building.

The Weekly Review of the Far East
40979

Coal, Coal—Coal—Mex $13.00

Best Tongshan Coal (Soft), price at Mex. $13.00 per ton, delivered free to residence, cash with order.

SCHILLER & CO.,
9 Ezra Road.
40945

LOST

In the month of April, May, or June in a hotel or on a boat between Changsha and Tsingtao one solid gold, Chinese made, ring weighing about 18 chien and bearing the characters Ta Fu (達夫) Finder please address Box 574, THE CHINA PRESS and obtain $20 reward. 40871

PROFESSIONAL

Madam Kelvey's School of Dancing—professional teacher of modern character, classical, clog, buck, ballet and toe dancing. Pupils trained gracefully, individual style studied and developed, correct arm movements and graceful exercises taught, special attention is given to each child. Terms moderate. For appointment write: Madam Kelvey, Box 49, Chinese Post Office.
40823

MUNICIPAL INVESTMENT BANK

SEPTEMBER DEPOSITS

CARRYING interest at 7% per annum will be received at the Finance Department of the Council, Administration Building, 2nd Floor

from
Thursday, September 1
to
Saturday, September 3
and on
Monday, September 5
and
Tuesday, September 6
40991

MUNICIPAL NOTIFICATION

No. 2891. (Amended)

MOTOR VEHICLES LICENCE CONDITIONS.

The following additional licence Conditions will be put into operation from October 1:

ALL MOTOR VEHICLES (except Trade Motor Cars and Freight Trailers).

7.- That a number plate of regulation pattern be exhibited in a conspicuous position at the *front* and back of the vehicle, etc.

FREIGHT VEHICLES.

13A. That vehicles of and exceeding a gross weight of 8,000 lbs. shall be denoted as Heavy Freight Vehicles and shall carry as a distinguishing mark a red disc, 6-in. in diameter, affixed to the front of the car, and a small red disc, 3-in. in diameter, painted on the front glass of the head lights.

Heavy Freight Vehicles are not permitted to make use of bridges closed to Heavy Vehicular traffic.

MOTOR BICYCLES.

That the lighted lamp in front illuminate the number plate, while the tail lamp in rear need not do so.

By order,
E. S. B. ROWE,
Acting Secretary.
Council Room,
Shanghai, September 1, 1921.
40984

FOR SALE

(SUITABLE FOR AUTUMN AND WINTER WEAR)

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40978

Skunk Skins—For Sale

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40934

The International Recreation Club

KIANGWAN RACES

80th MEETING
16th and 17th September, 1921.
(Friday and Saturday)
First Saddling Bell at 2.00 p.m.
Sharp, Daily.

ATTENTION TO MEMBERS.

ENTRIES for all events close at 7 p.m. on Tuesday, 6th September, 1921, at the Club House, No. 126, Bubbling Well Road.

Entry forms may be obtained upon application to the undersigned.

By order,
Y. S. DAY,
Secretary.
40906

NOTICE

PAYMENTS on the under-mentioned Native Orders *have been stopped* and the Public are warned not to negotiate same under any condition, as they are hereby declared null and void.

The particulars of the orders are as follows:

Issued by:

SHUN KONG (愼康),	No. 3625	— $ 500 — Due	Sept.	3, 1921
TIEN FOONG (天豐),	No. 4019	— $ 510 — „	„	4, „
TUNG TAI (同泰)	No. 395	— $ 258 — „	„	5, „
YUEN YUE (源裕)	No. 9493	— $1,050 — „	„	12, „

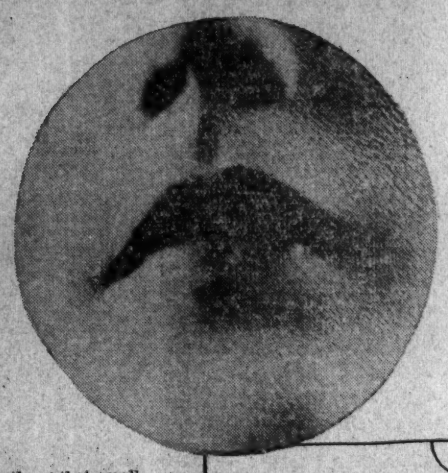
THE CHEKIANG INDUSTRIAL BANK, LTD.
41029

Business and Official Notices are Continued on Page 16 and 17

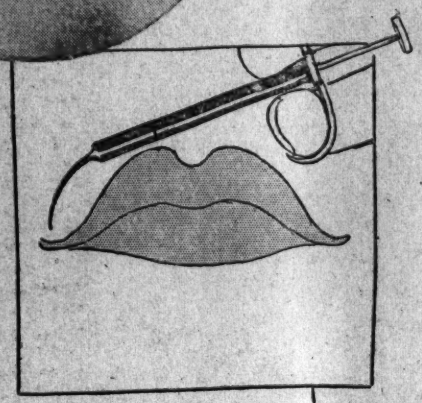
Beware How You Have Your Mouth Made Over

Science Can Remodel Your Nose, Give You New Ears, Widen Your Jaws and Wipe Out Your Wrinkles, but Warns You Against Tinkering with the Intricate and Delicate Machinery of Muscles and Nerves That Make the Lips Work

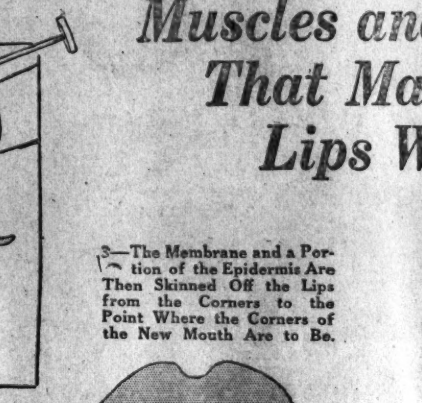
How an Ordinary Mouth Is Tailored Into a Delicious "Cupid's Bow"



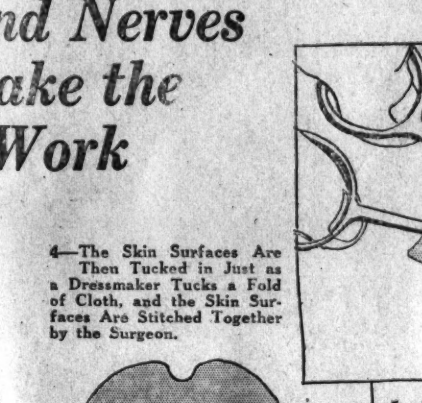
1—A Mouth, as Nature Made It, with All Its Muscles and Nerves in Place and Working Harmoniously.



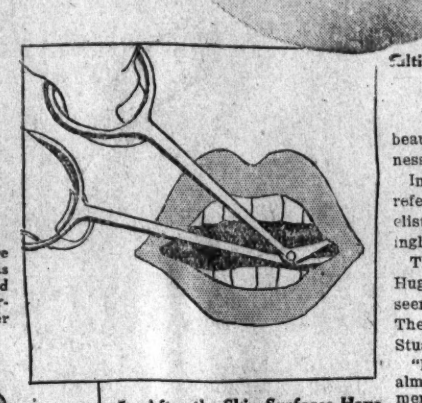
2—The First Step in Changing the Mouth. The Lips Are "Put to Sleep" by Injecting Cocaine or Some Other Anaesthetic Into Them by Means of a Hypodermic Needle. After This Is Done the Surgeon Is Ready to Begin the Delicate Operation.



3—The Membrane and a Portion of the Epidermis Are Then Skinned Off the Lips from the Corners to the Point Where the Corners of the New Mouth Are to Be.



4—The Skin Surfaces Are Then Tucked in Just as a Dressmaker Tucks a Fold of Cloth, and the Skin Surfaces Are Stitched Together by the Surgeon.



5—After the Skin Surfaces Have Been Stitched the Surgeon Clips Off from the Inside of the Mouth the Folds of Flesh.

6—This Photograph of the Same Mouth Shown in Picture No. 1 of This Series Reveals How That Mouth Looked After a Successful Operation. The Desired Pouting, Luscious Cupid's Bow Effect Has Been Produced and There Is No Scar to Reveal Where the Corners of the Old Mouth Have Been. But Certain Muscles and Nerves Have Been Snipped and Others Have Been Thrown Out of Gear, Resulting in Many Cases in Partial Paralysis.

THE Cupid's bow mouth, as that small, pouting, "kissable" mouth which Watteau and Fragonard painted on all their naughty marquises is called, has become the fashion in Paris, and Mrs. Mabelle Gilman Corey, wife of the steel king, has had her lips skinned and cut and stitched together to secure one—so the cables report.

Mrs. Corey, whose mouth was pretty enough, although somewhat generous before the operation, will probably come through with the exact shape she craved. But she will almost certainly discover that her remodeled lips cannot do or will find it difficult to do a number of things that they did very easily in their original form and that they will insist upon doing another number of things that she does not at all want them to do.

For instance, as time goes on, she may find that when she wants to smile she is either not able to or that the smile is transformed into a grotesque grimace. It is not beyond the bounds of possibility that a fixed grin may develop, as in the case of the great French writer, Victor Hugo's classic "The Man Who Laughs" (L'Homme qui Rit), upon whose face an indelible smile was deliberately stamped by a somewhat similar operation.

Eating and drinking may be seriously interfered with, for the prehensile action of the lips in grasping and retaining substances in the mouth cavity must suffer limitation or, if Mrs. Corey is particularly unlucky, be destroyed. The same causes may affect her speech by either blurring or entirely silencing those sounds which depend either partly or entirely upon the movement of the lips.

Plastic surgery, as the art of remodeling muscle and bone by the knife is called, is entirely confident of results so far as making over noses or ears, widening the jaws, taking tucks in the skin and so wiping away wrinkles and even snipping and reshaping eyelids are concerned. But when it comes to tinkering with the mouth science sounds an earnest warning against it.

For this, of course, there is a reason. The mouth is a highly complex organ. Through the uncountable ages it has borne the burden of two of the most important activities of mankind—that of taking in food and of uttering speech. In the first case it has charge of the most important physical necessity, and in the second the most important mental necessity—the interchange of thought by sound symbols.

There is a third important activity—the emotional one of kissing. That, of course, can hardly be labelled a necessary function; but even that may be as seriously impaired as the other functions. The "clinging" kiss, the "soul" kiss, the charming "puckery" kiss become impossible.

In carrying on its work the mouth has developed an extraordinary complexity and fine adjustment of muscle and nerve. Consider that no other facial feature is so multifariously active. True, the eye is in motion much of the time, as are the eyelids. But the motion of eye and lids is limited: the latter open and close, the former turns, but only in a short arc.

But mouth and lips move in other planes than one. The lips open and close, tightly or loosely; they arch or flatten, expand, pucker out, draw in. The mouth widens and narrows, moves up and down and to either side. The oral orifice is flexible as softest rubber, and, like rubber, it stretches. In speech its responses to the racing current that comes down from the brain must be instantaneous.

To perform all this work a vast number of small muscles are called into play. These muscles ring the mouth and are moved by countless threads of the trifacial nerve, that intricate bunch of nerve wires which passing from the brain out through the mastoid process of the skull, controls all movements of the face. Keeping this in mind, let us see what the surgeon does to dispose of the thin, flat corners of the mouth and leave only the full lips which then give the effect of the Cupid's bow.

Obviously, the only way to remove the corners of the mouth is to make them grow together. This the Parisian surgeon does by skinning off the mucous membrane and part of the skin over the space to be joined. After this the edges of the lips are folded together much as a seamstress joins two edges of cloth and with the surplus material tucked away inside the mouth and cut off. The latter is necessary, because otherwise the corners would bulge in an unsightly manner and there would also be a crack or wrinkle where the line of the lips had been.

After the surplus material has been properly folded and the skinned surfaces accurately joined, two or three fine stitches are taken in each corner and the lips drawn tightly together. After three or four days the stitches are removed. The joined surfaces grow together and if the work has been properly done there will be no scars. The mouth is now bowed—a true Cupid's bow.

The effect has been produced, but too often at the cost of the mouth's mobility.

A Profile of Mrs. Mabelle Gilman Corey Before the Operation Which Turned Her Mouth to a Cupid's Bow.. Beside It the Same Profile with the Skin Removed to Show a Diagramatic Reproduction of the Network of Nerves and Muscles Which Control the Mouth.

For in joining the corners and in cutting off the surplus material folded inside, the surgeon has not only interfered with the multitude of fine muscles and nerves that work the lips, but has actually severed many of them. The intricate and complex system of the mouth has been thrown out of gear.

Sometimes the mouth muscles become paralyzed and the only movement of it possible is by opening and shutting the lower jaw, like a fish. Sometimes the paralysis is only partial, and then it is that what is intended for a smile becomes a grotesque and ghastly grimace. Sometimes the tri-facial nerve becomes so affected that it loses control of other portions of the face, causing the skin to sag down below the eyes. Sometimes the whole face becomes distressingly distorted.

These objections to the operation, gathered from New York surgeons, are not the result of professional jealousy on their part. The plastic surgeons of Manhattan are second to none in the world in thoroughness, advanced methods or technical skill. Some of the American specialists have performed, and are performing, such operations as that undergone by Mrs. Corey. But they will only perform them in exceptional cases.

Dr. H. Lynons Hunt, for example, was a general surgeon for fifteen years before he specialized in rhinoplasty and cosmetic surgery, which he took up in Indo-China, the home of the science. He and Dr. Gustav J. E. Tieck, another well-known New York specialist, are collaborating in the writing of a book on the subject.

"I perform this operation every once in a while," said Dr. Hunt, "although Dr. Tieck will tell you it should never be done. We're both right. I only do it in cases where there is an actual deformity of the mouth, or where only a superficial operation is needed. And my method is not that of the French specialist. To begin with, I never sew the lips together where I can help it. Instead I close the incisions and under the skin, so that no needle punctures will ever show. In that way there cannot be any scars.

"But most important of all, I do not clip off superfluous material from the inside, for it is in so doing that the muscles and nerves are severed, and, as Dr. Tieck says, the healing never becomes permanent. If any great fold of flesh is necessary, it is an operation that should not be performed. If only a slight adjustment is necessary the folding can be done toward the outside so that it results merely in a slight fulness, which is generally the result desired after all.

"For, you see, the idea of a Cupid's bow mouth is that of a pert, puckery little affair—what a woman would call cute and what many men would think doll-like. And molding the flesh toward the centre still more effects the result sought after."

It is a curious fact that plastic surgery, which made such strides in the great clinic of the late war, has been known and practised for many centuries. But, while the modern practitioners remodel for beauty, the old ones remodeled for ugliness and grotesque effects.

In his "Man Who Laughs," previously referred to, the distinguished French novelist discusses both learnedly and interestingly this brutal and wicked fashion.

The most expert in this surgery, says Hugo, were the "Comprachicos," who seemed to have been a tribe of Gypsies. The Comprachicos were used under the Stuarts for reasons of state.

"For James II.," writes Hugo, "they were almost an instrumentum regni, or instrument of rule. It was a time when families which were refractory or in the way were dismembered, when a descent was cut short, when heirs were suddenly suppressed. The Comprachicos had a genius for disfiguration which recommended them to state policy. To disfigure is better than to kill.

"The Comprachicos worked on man like the Chinese worked on trees.

"They had their secrets and they had tricks which are now lost arts. A sort of fantastic stunted thing left their hands; it was ridiculous and wonderful. They would touch up a little being with such skill that its own mother could not have known it. Sometimes they left the spine straight and remade the face."

The hero of Victor Hugo's "Man Who Laughs" is the son of a lord who for reasons of state was turned over to these misshapers of humanity. On his face they stamped a perpetual and grotesque laugh.

"That debased science," writes Hugo, "wondrous with the knife, skilled in obtusions and ligatures, had enlarged the mouth, cut away the lips, laid bare the gums, distended the ears, cut the cartilages, displaced the eyelids and the cheeks, enlarged the zygomatic muscle, pressed the scars to a level, turned back the skin over the lesions while the face was thus stretched, from all of which resulted that powerful and profound piece of sculpture, the laughing man.

"It was Gwynplaine's laugh which created the laughter of others, yet he did not laugh himself. His face laughed; his thoughts did not. The extraordinary face which chance or a special and weird industry had fashioned for him laughed alone. Gwynplaine had nothing to do with it. The outside did not depend on the interior. The laugh which he had not placed, himself, on his brow, on his eyelids, on his mouth, he could not remove. It had been stamped forever on his face. It was automatic, and the more irresistible because it seemed petrified. No one could escape from this rictus.

"Any astonishment which might seize him, any suffering which he might feel, any anger which might take possession of him, any pity which might move him, would only increase this hilarity of his muscles. If he wept, he laughed; and whatever Gwynplaine was, whatever he wished to be, whatever he thought, the moment that he raised his head the crowd, if crowd there was, had before them one impersonation; an overwhelming burst of laughter.

"What a weight for the shoulders of a man—an everlasting laugh!

"An everlasting laugh!"

All that was so deliberately done to Victor Hugo's unfortunate hero is possible to occur involuntarily through interference with the delicate muscles and nerves of the lips. When such an operation is undertaken either for necessity or for vanity, science solemnly warns the patient that, like the man in the Bible, from whom one devil was cast out and seven entered—lo, that man's last state may be even worse than the first.

An Old Wood Cut of the French Novelist, Victor Hugo's, "The Man Who Laughs," Upon Whose Face Was Stamped a Perpetual and Grotesque Grin by an Operation Somewhat Similar to That Discussed on This Page.

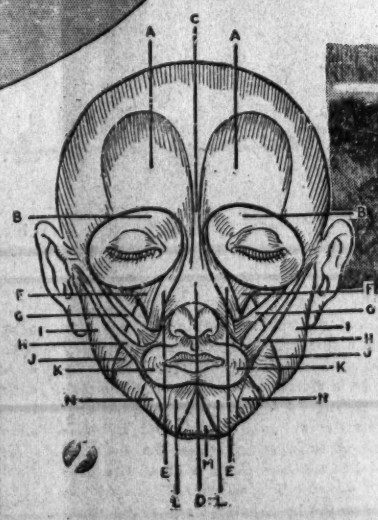


Diagram of the human face, showing the numerous underlying muscles which give us expression.

A-A — Frontalis muscles. These are the chief of facial expression. Used principally to lift the eyebrows in surprise, laughter, etc.

B-B — The Orbicular Palpebrarum. The muscles surrounding the eyes and eyelids used to open and close the eyes and when completely relaxed give to the person an expression of drowsiness.

C—Pyramidalis Nasal. This is a long, thin muscle connecting with A-A; yet we could not look mad without it, as it is used to depress the eyebrows, to use also gives one the determined look about the eyes, as in the concentration of thought.

D—This is the Compressor Naris. A broad muscle across the bridge of the nose, used when we dilate the nostrils.

E-E — Levator Labii Superioris Alaeque Nasi. When we smile, sneer, laugh or pout, this is the muscle used, ably assisted by the underlying muscles F-F.

G-G and H-H—Zygomaticus Major and Minor. The over use of these muscles often leads to a large mouth, as it is used to draw out the corners of the mouth.

I-I—The Masseter Muscles. These are muscles of mastication, but are also used when we set our teeth with determination or anger.

J-J—The Buccinator Muscles. Used to compress the cheeks.

K—The Orbicularis Oris. The muscle surrounding the mouth, contraction of which gives us the pouting expression. Often referred to as the kissing muscle; also useful when we wish to keep a closed mouth.

L-L—The Depressor Labii Inferioris. These muscles control the lower lip and are brought into play by persons who have the "grouchy" expression on their mouth.

M—The Levator Labii Inferioris. This muscle also connects with the lower and assists its neighbors, L-L.

N-N—The Depressor Anguli Oris. When we draw down the corners of the mouth as in sneering, these two muscles are used; they also give to the face that most deplorable expression known as the "hang-dog" expression.

Now the Metal Plated Gowns

by Lady Duff Gordon

Coat Effect of Lace Embroidered Heavily in Metal on One Side and Developing on the Other Side Into a Huge Bow of Chiffon With Trailing Ends.

An Evening Gown of Metal Brocade, so Arranged as to Show the Design on Both Sides of the Material.

Metallic Net and Tulle Are Loosely Draped Over This Skirt of Metallic Cloth.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishment is at No. 19 East Fifty-fourth street, New York.

By Lady Duff-Gordon *("Lucile")*

THE metal-plated woman is what the bachelor calls her. It is his crochetty characterization of one who is gowned in the shining stuffs that are so exceedingly, almost excessively, popular. "They make a woman look like a peacock," he complained, not realizing or perhaps not caring that he thereby paid her a compliment. For whatever may be said of the bird's vanity, it is one of the most beautiful objects in nature.

The metal gowns certainly have sway this season, as last. Their brilliance, their sparkling quality we seem to have ever with us. Their barbaric splendor seems to carry us to other times and climes. Their magnificence is mediaeval.

The large right-hand figure displays the shimmering sumptuousness of such a gown. So luxurious is the costume that the girl who wears it emphasizes the term, "metal plated." The material of this evening robe is metal brocade, so arranged as to show the pattern on both sides. A part of the lining, or reverse side, is turned back at the skirt front. Another is part of the drapery of the corsage. This is a novel touch of decided effectiveness. A handsome feature of the robe is the girdle of light colored brocaded satin faced with a harmonizing silk and ending in a tassel of metal and hand-made taffeta. A corsage bouquet is of metallic flowers.

The left-hand figure offers for your admiration and perhaps your imitation a restaurant gown splendid as the finest plumage in a tropical aviary. Over a satin slip of high lustre, metal embroidered lace is lavishly worked and draped. A coat effect of lace embroidered heavily in metal on the right side, develops at the back into a huge bow of chiffon, with trailing ends. The girdle is of net, with satin and metal piping and trimming. The hat is of Egyptian design, formed of net embroidered in metal and its edges bound with charmeuse. Over each ear drops a cluster of metal grapes.

The middle figure presents a picture dress of metallic net and of tulle loosely draped over a slip of metallic cloth. The heavily embroidered short skirt and bolero are of net. A taffeta ribbon chaplet ornamented with rhinestones and silver confines a long tulle veil with metal edging.

Even the bride and the sweet girl graduate have yielded to the allure of the metallic glitter. I saw a graduation frock of silver tissue trimmed with gold embroidery. A trousseau revealed the sheen of metal in the lace which adorned the wedding gown. The silver radiance of the lace on the long, pointed collar, the panel in the front of the crinolined skirt and the sleeves, was repeated in the enveloping and otherwise mist-like veil. The high sheen of the satin did not, as one might expect, war with the silver embroidery, but rather blended with and added to its beauty, quite as the silvery light of dawn enhanced by beauty of snow-clad mountains.

Metal, metal everywhere. It can be seen even on tub dresses, though for these it is used in the form of barbaric girdles, of heavy metal disks or on long, swaying chains worn about the neck. It sparkles in the buckles on pumps or even in the material of the slippers themselves.

Metal hats top metal evening gowns. Metallic cloth forms evening capes. There is a passion for, an obsession of, metal in the garb of every feminine. Even the most elderly woman makes concessions to it in black and purple spangles.

They who care least for it make the concession to the mode by building upon the metallic foundation a structure of softening tulles or nets or chiffons. Through the veiling fabrics the sheen gently appears in evidence, although much subdued, as when a radiant beauty enhances her charm by a revealing, yet slightly screening, veil.

FASHIONS — FALL FABRICS

(New York Times)

Frocks for the coming season are built on a fabric foundation, for from the stuffs provided by the weavers the fashions are created. And before a new season arrives or one realises that there will be a change in fashion, or new models have appeared, the materials have been designed, tested and woven in quantity. So that if a designer should wish for "something different" there would be no likelihood of his finding other than a mere shadow of his dream. He has been preceded, indeed, on the high road of style, and the groundwork has been done so beautifully and so thoroughly that he is, as a rule, more than pleased with what he finds ready to his hand.

Just now, if one braves the heat, there are to be found new styles in fabrics a-plenty. They are Winter things, georgeous in their splendor, and with a little imagination one can all but visualise the gowns and coats and frocks that will in good time make their appearance as a result of the arrival of these good-looking stuffs. They are not in the shops as yet. They are just emerging from factory hiding places, fresh and new and shining.

For the Fall and Winter seasons they are doing a great many homespuns and thick tweed suitings. Some one recently brought the word from Paris that suits were passe. But it seems that in America we shall always want the suit in some guise or other, and for Fall wear a heavy tweed suit, with somewhat of a sporting quality about it, is preferred. This type of fabric offers many opportunities for the development of new suit fashions, for, though the homespun suit was very popular during the Spring, it had by no means reached the high water mark of approval from the women of the country as a body. Indeed, there is every reason to believe that tweed and homespun suits will increase in favor, as they lend themselves splendidly to the heavy wear which the modern woman is apt to demand from them.

The homespun fabrics are in lightish colors, and will be used, so it is predicted by those who know, for one-piece dresses to be worn for every-day all-around service. Already a number of them are seen made up in the sleeveless model, which has been so popular during the passing season, and more of them are bound to appear later when the demand for garments that will keep out the cold is more insistent. This woolen materials has the distinct advantage of lasting through weather and other adversities without great hurt to its system, and, therefore, maintains its popularity.

The soft, woolly fabrics have by no means lost their prestige, judging from the quantities and the new weaves that are shown for Fall. There are wool velours and some of those shimmering-surfaced, soft-piled fabrics that promise to be used quite extensively.

Then there are twills, cashmeres and serges that hold their places for this season's gowns just as they have done for many past seasons. They cannot be said to be the newest things on the market, but they remain because there is always a steady demand for materials of this character, especially in the darker tones.

For evening wear velvets promise to be among the most popular of materials, and to that end they are being woven in some the most beautiful colors that have ever been presented, which suggests the subject of duvetyns, and judging from the quantity and the variations of coloring that have been prepared, these are bound to be among the leading fabrics for Fall and Winter dresses.

Because the suit has gone out of public favor, the dress and coat that match have developed a sudden popular appreciation which brands them the thing of the moment, or of the coming month, to be entirely correct. Now for a combination of this character the softer stuffs are needed, for there is always about them that softness of alignment demanding for its proper expression something in a fabric that will lend itself artistically to the dominant tone. Therefore, duvetyns, velvet and velours and all the softer woolen fabrics are bound to be used unstintingly in carrying out the newer silhouette.

In the realm of silks we come upon a mass of new designs that have a distinction peculiar to the season now approaching. They are astonishingly heavy, and, as a rule, they do not exhibit shiny surfaces, except in the case of brocades of diversified patterns, which scintillate or absorb light with attractive variety.

The crepes will continue, it is evident, to hold a firm place in dressmaking realms, but they are heavier than before, with surfaces that are not so decidedly crepy; that is, the crepe in them is a little less conspicuous than it has been in the past, while the fabric itself is somewhat heavier. There is the Manchu crepe, the Drapella crepe, Char Ming, a crepe satin (with a crepy surface on one side and a shiny surface on the other), and the kitten's ear crepe. The last named has long been a favorite.

Last season brocades took on a good start, for there were so many dress designs which demanded materials with more than the ordinary amount of heaviness. This year these stuffs have reached the acme of perfection, and their number and beauty of texture will astonish the beholder. They would seem to presage the advent of any number of new models that will have for distinction lines that are heavy and clinging. These materials, too, lend themselves most artistically to the draped skirts and bodices, which promise to be a feature of the newer Fall models, and the subtlety of their patterns, expressing themselves upon two surfaces of exact tone, are not the least charm that they have about them.

There is a jacquard pussy-willow that is particularly attractive, and a kitten's ear brocade, alongside of a jacquard Manchu crepe. These have all-over patterns, showing a portion of the crepy surface, while the remainder presents a decidedly satiny surface. All of this means that the wrong side makes precisely the same pattern in an opposite manner, and it is shiny on one side and dull on the other.

Taffetas woven in shimmering styles are among the silks shown for Fall. They are done so that a thread of one color forms the cross surface, and a deeper or a lighter tone of the same tint forms the thread that runs in the opposite direction. One of the prettiest of these is called a butterfly taffeta, taking its name, no doubt, from the changeable and illusive quality of the color of a butterfly's wing.

There are many brocaded chiffons embroidered with chiffon and gold threads on darker surfaces, and of the brocaded metal silks the best come from Europe, while in America we confine ourselves to the manufacturing of the jacquard brocades which show their patterns woven with silk threads instead of with metal ones.

Printed silks can be perceived among the newer ones, but these are by no means as prominent as they once were. The supposition is that they will be used for isolated examples of the creator's art, but not for the bulk of what is shown as the season's most dainty and prettiest effects. Most of the silks shown for lining purposes are of the jacquard variety, which feature two tones of the same color or two sorts of surfaces as previously described. A new weave of silk crepe is called vionette. It is hard to tell just where it differs from the other crepes, except that it is far more beautiful, and that it is woven with a sort of square mesh that furnishes it with a completely novel aspect. It is heavy in the extreme, and inspires one immediately with visions of draped gowns that would be more beautiful in this material than in almost any other.

A combination of silk and wool threads has been wonderfully perfected, and promises to hold a prominent place among the creations for Fall. The surfaces of these materials are crinkly, and each one has a knack of crinkling in a manner different from the other. It is by this method that the material makes its pattern and gives variety to the different surfaces. One of these materials is named metalessa, another is a brocaded poplin, and another is called a quilted brocade.

Suits and wraps will be made from this material, which is admirably suited to the demands of street attire. A fabric of this character trimmed with bands of fluffy fur has a distinction about it that can be gathered by no other combination of materials. And there is something decidedly dressy about it all, added to which the material is capable of being handled in big folds and draped in lines peculiar to itself, which could not be achieved with nearly so much ease in any of the woolen designs.

These silk and woolen fabrics are woven in sports patterns, so that skirts and sport coats can be

A "SENSIBLE" BEAUTY.

"Beauty," said Elizabeth, "is a talent. Cultivate it, and it increases tenfold; bury it in a napkin, and it dies. In other words," she added for the benefit of her puzzled little friend, "if you don't take care of your looks, you soon won't have any left to take care of."

The Bride looked sad. She was a pretty little thing, very dependent on her coloring for her charm. In the strong light her small face was revealed as being a shade too powdered; the eyelashes darkened artificially; the soft hair a trifle too obviously "waved."

Her strong-minded friend Elizabeth sat with the late afternoon sun pouring over her face and hair, and revealing no flaw in her exquisite skin. Her sober dress was a foil to the whiteness of her neck and the smooth forehead, from which the golden hair rippled back. Dark eyebrows and long curling lashes emphasised the clearness of her eyes. She was good to look at. Yet Elizabeth was apparently scornful of her own good looks, cared little about pretty frocks, and ran a Government department with the greatest efficiency and common sense.

"Elizabeth," said the Bride, "it's all very well for you to be so sneering about powder and things, but you've got a perfect skin and gorgeous hair. I have to make up a bit."

"My dear child," said Elizabeth, "of course I take reasonable care of my looks, just as I wash my hands and shine my shoes. You can't leave everything to nature; we all start well enough—look at babies' skins—but we don't wear well. All this powder has a good enough effect—for a time—but sooner or later your skin gets coarse and there's no hiding it."

"I wish," said the Bride, "that instead of lecturing you would tell me what to do. You say 'take care of your looks' and 'don't powder,' but what shall I do?"

"Use your common sense," said Elizabeth. "If you thought deeply, you would soon see that making a mask of cream and powder over your face blocks up the pores and makes your skin rough and spotty. What you want is to peel off the soiled outer skin and give the new one underneath a chance to show itself. Get some ordinary mercolised wax from your chemist, rub it on at night, and wash it off with good soap and water in the morning! Or if you are in a hurry, wash your face *first*, and before it is quite dry, rub the wax on, and dry your face with a towel. Either of these processes absorbs the old soiled outer skin and leaves the new clean complexion underneath revealed in all its beauty."

"But," objected the Bride, "my nose gets so shiny. I must powder."

"There are other ways of preventing a shiny nose," said Elizabeth, "my secret is a homely one. Just get some cleminite, dissolve it in water, and use it as a lotion for your face and neck. It wants to be rubbed into the skin until it is quite dry, and then it leaves a nice, even bloom, and prevents all 'shininess.' Besides it doesn't look a bit like 'make-up,' it just gives your face a kind of peach like bloom which is a distinct asset."

"I suppose," said the Bride, "there is no home-made substitute for rouge, is there? Because, you know, I look dreadful when I'm pale."

Elizabeth thought a minute.

"I don't know why powdered colliandum wouldn't be an excellent thing. It is a soft dull pink, and it tends to deepen a little in a warm room. I should be inclined to try that. Of course, prolactum is the only thing for keeping your lips smooth and healthily red. You know that, of course."

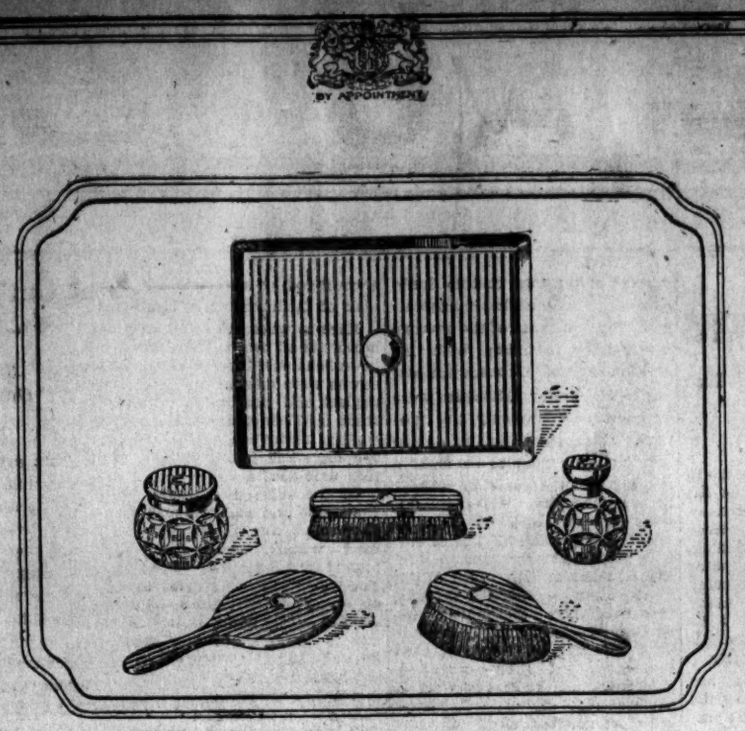
"One more problem," said the Bride. "Before I married, I used to put my hair in curlers. Now I leave it loose at night, because Jack likes to see it down, and of course I have to wave it with tongs nearly every day. I'm so worried because all the color's going—I actually found some grey hairs the other day. Shall I use Henna or what to make it bright again?"

"Henna, of course not," said the emphatic Elizabeth, "you don't want to dye your hair at twenty-two—or at sixty-two if you're sensible. You must get some tammalite at once—plain, ordinary tammalite—and make it up yourself with bay rum. That will soon bring back the lost color. Do you shampoo with stallax? Oh, but you should! That makes your hair so silky and bright. Of course you must drop waving your hair with hot irons. It's suicide for your hair—makes it dry up and fall out."

"But, Elizabeth, my hair is quite straight," moaned the Bride.

"That's all right," smiled Elizabeth, "all you want is silmerine. Just comb your hair down the way you want it to go, damp it a little with silmerine, put a slide or two in, and fluff your hair up on each side of the slide. In the morning you will find a nice kink where the slide was. Your hair ought to look naturally wavy, not a series of hard furrows like a ploughed field. You won't need to put the slides in more than once or twice a week . . . . you'll find that your hair, with a little patience and perseverance, will develop a wave of its own, so that after your stallax shampoo, if you comb it before it's quite dry, the wave will return of its own accord. Two ounces of silmerine will last you for at least six months. Besides, you will be superior to the coal shortage, for it is criminal waste of gas to use it to heat tongs. Enough of your looks! Let's pass to brighter subjects."

The Bride smiled. "Silmerine—silmerine—I won't forget that. All right, talk away, Elizabeth."



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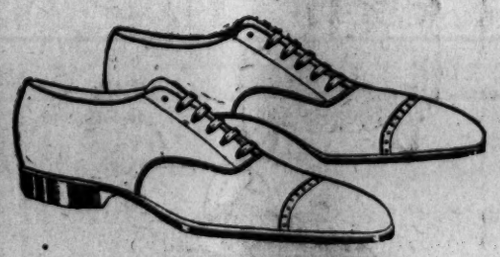

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Our "Nabob" Model

AUTOMOBILES

SHANGHAI, SUN DAY, SEPTEMBER 4, 1921

WHAT CAUSES BREAKDOWNS

Analysis Of Trouble That Develops On The Road

Motorists are much the same in all parts of the world, whether the man at the wheel is a resident of Montclair, N.J., or a dusky prince skidding over the roads of Siam. In each locality where the motor car is used there are just so many good drivers and just so many who run their cars "ragged" by neglect and misuse, with the latter type greatly in the majority.

An interesting analysis has recently been made public by the Royal Automobile Club, the organisation which practically controls all motoring affairs in England. This club has an efficient "Get-You-Home" scheme, which operates in similar manner to those maintained by the Automobile Club of Southern California and the Chicago Automobile Club. During 1920 it answered thousands of calls from members who were stuck on the road and either fixed their cars up on the spot or towed them home.

BREAKDOWNS ALL ALIKE

A careful record was kept of the cause of each breakdown and the resulting report shows a striking similarity to concentrated tales of American motor woes. The figures relate to breakdowns that caused a complete stoppage of the cars and were beyond the skill of the average driver to remedy on the road.

The troubles are divided into six categories, namely, the power plant, transmission, front axle and steering machanism, rear wheels, suspension and brakes, electric lighting, and last, accidents. The first two classes of mechanical anguish, which, together, account for 77.5 percent of the cases, are subdivided to show the causes of breakdowns in greater detail and these detailed figures are of the greatest interest.

Of the mechanical breakdowns, 39.6 percent occurred in the power plant. Of these, ignition failures alone accounted for 13.4 percent of the total and no doubt this figure is somewhat exaggerated by the reluctance of the average owner-driver to tinker with his ignition system. Breakdowns owing to carburetor difficulties were comparatively few, only 3.4 percent. The explanation is doubtless that such troubles are usually not hard to overcome by adjustment on the road. Valve troubles were very few, only .6 percent, but, as compared with this figure, it is somewhat surprising to note that as many as 2.1 percent of the total cases occurred through failure of valve mechanism, including cam shafts, etc. It should be borne in mind, however, that the valves and their operating mechanism are the hardest worked parts of the motor. Damaged radiators supplied most of the small percentage of failures laid to the cooling system, 1.9 percent. In the general indictment there was a surprisingly small number of counts against the lubrication system, 7.5 percent, most of which were due to neglect.

AXLE BREAKS RANK HIGH

Among the detailed figures in the transmission group the most remarkable is that for back axle shafts, 13.9 percent. High as this mark would appear to be, it is quite consistent with the experience of the R. A. C. engineering staff which finds that in a very large proportion of the cars examined the rear wheels were loose on the driving shafts and it is to this fact that the majority of these failures may be ascribed. An enormous number of owners neglected the simple precaution of jacking up the wheels periodically and taking up any looseness between the wheels and the shafts.

The clutch was the culprit in 5.1 percent of the stoppages and the R. A. C. experts figure that such a high figure was obviously due to unskilful management. There was an even larger number of breakdowns caused by the failure of couplings, universal joints and propeller shafts,—7.5 percent. To some extent this may be due to faulty design but the motor doctors of the R. A. C. considered it to be mainly due to neglect of proper lubrication of couplings and joints, probably encouraged by inaccessibility and lack of facilities for lubrication.

Here is where the similarity of motorists all over the world comes in—about one-third of the breakdowns were laid at the door of neglect and unsympathetic treatment in those cases affecting the engine, lubrication and failures of couplings and joints, clutch and rear axle shafts.

Of the remaining cases, the front axle and steering gear were responsible for 5.1 percent and road wheels, suspension and brakes for 7.8 percent. The "Get-You-Home" scheme also covers stoppages at night due to lighting troubles. The figure in this case was .8 percent. It may appear the calls for help were caused by accidents, but the explanation of this is that the cost of towing in a damaged car to a repair shop after an accident is almost invariably covered by the car insurance policy and claims are only made under the "Get-You-Home" scheme in cases in which it is necessary to hire a relief car to convey the stranded passengers home.

While these figures show unmistakably the parts of the car which are most susceptible to breakdowns, it must be remembered that the average car runs many thousands of miles without an involuntary stop of any kind.

Here's a summary of the charges against the car during 1920, according to the R. A. C. report:

1. Power Plant:	
Cylinders and pistons	3.9
Valves	.6
Valve mechanism	2.1
Crank shafts	1.8
Lubrication	7.5
Ignition	13.4
Carburetion	3.4
Water circulation	1.9
Not stated	4.5
	39.1
2. Gear box	5.2
3. Front axle and steering gear	5.1
4. Road wheels, suspension and breaks	7.8
5. Starting and lighting	1.3
6. Clutch	5.1
7. Propeller shaft	7.5
8. Rear axles	20.1
9. Accidents	8.8
	100.0

3 Out Of Every 4 Drivers Careless

Only One In Four Show Ordinary Care At Crossings

That only one in every four automobile drivers uses the necessary precautions for safety at grade crossings is the statement made by Vice-President C. W. Galloway, in charge of operation and maintenance of the Baltimore and Ohio Railroad, covering one of the activities of the safety department of this company during the four years, 1917 to 1920. The startling evidence showing the carelessness of some automobilists at places known to be dangerous is taken from actual observations made at crossings at various times.

"Despite all the active warfare that has been waged to combat this evil," says Mr. Galloway, "the railroads of the country are confronted with the fact that such casualties have been increasing. In the four-year period from 1917 to 1920 inclusive, on all the railroads of the United States, there were 4,350 persons killed in grade crossings in automobile accidents and 12,750 persons were injured. That is an average of three persons killed every day and eight injured every day of this four-year period. It is an unnecessary waste of humanity for the nation."

"In order to diminish this great cause of accidents," declares Mr. Galloway, "we have distributed 4,000,000 warning notices through the co-operation of the automobile commissioners of different states, as well as through secretaries of states where motor vehicle laws are administered, and mailing divisions of various industries. Had we not entered the campaign so actively, no doubt the list of casualties would have been greater in 1920 than they really were. Many drivers have co-operated with us and are heeding the warning signals. This we know, just as we know that through instructions the lives of 151 of our employes were saved and 16,188 others were saved from injury while in the employ of the Baltimore and Ohio in the five-year period from 1916 to 1920, as compared with the preceeding five-year period.

"The automobile driver is not asked to undergo any hardship in co-operating with us. We simply ask him to BE CAREFUL at crossings in order that he may avoid injury or loss of life. We are trying to make him understand that he should not trust his life entirely to a crossing watchman, who is liable to err; to an automatic safety bell which may fail at the critical time. To stop, look and listen is an old warning, but it is most effective preventive of such casualties if heeded, but fruitless if ignored.

"Since the observation campaign was inaugurated by the Baltimore and Ohio in the Fall of 1919, up to and including the month of March, 1921, there have been one hundred thousand observations made. In the beginning the percent of failures of motor car drivers to observe the safety rules in the short period of 1919 was 25 percent; failures in 1920 were 16 percent. The result of our plan of calling the direct attention of the driver to the non-observance of the safety rules has been most gratifying, as indicated by the following figures:

In January, 1921, with 8,000 observations, failures were only 5 percent.

In February, 1921, with 17,000 observations, failures were only 4 percent.

In March, 1921, with 23,000 observations, failures were only 6 percent.

"Of the 100,000 observations made since the campaign was started, the failures have been 11 percent.

Questionnaire For Motorists; Answer Them

Thomas A. Edison's now famous questionnaire caused a real sensation in practically every part of the country. It caused others to send out questionnaires, some of them serious, others in a lighter vein.

A list of questions for motorists has been prepared by a California engineer in which he asks a number of questions that every automobile owner should know. He says: "If you are the owner of a motor car and cannot answer the questions listed below, it will pay you to get the information, as in all probability, knowing the answers will save you a great deal of annoyance, time and money."

Number of points of lubrication on your car?

Give at least three reasons for overheating of engine?

Gas and oil consumption per mile?

Road speed in miles per hour at which engine will perform most efficiently and economically?

Firing order of cylinders?

On average road, driving at a speed of 25 miles per hour, what distance is required to bring your car to a dead stop?

Driving in high speed on a level road, what is the lapse of time in seconds to accelerate from five to twenty-five miles per hour?

How many gallons of water is required to fill the cooling system of your car?

What is the purpose of the various speeds of a transmission?

What is the correct grade of lubricating oil you should use for your car?

Nine Million Cars Now In Operation In United States

Page the mathematician.

Here are some astounding figures for him to ponder over.

According to figures recently secured, based upon automobile registrations in this country, there are now 9,000,000 motor cars in operation in the United States. A conservative estimate would show that every car covers some 5,000 miles annually. This would mean that American motorists travel 45,000,000,000 miles a year, or, looking at the figures from another angle, every 2½ seconds motorists cover approximately the distance between New York and San Francisco.

The following table illustrates these statements:

Year	45,000,000,000 miles
Month	3,750,000,000 miles
Week	855,192,307 miles
Day	123,287,671 miles
Hour	5,136,153 miles
Minute	85,602 miles
Second	1,260 miles

London—the Automobile Market of the World.

The Society of Motor Manufacturers and Traders, Ltd., announce the Organisation of the following Exhibitions:

OCT. 14-22 1921

THE 5th INTERNATIONAL COMMERCIAL MOTOR EXHIBITION

OLYMPIA —— LONDON

comprehending the world's largest display of petrol, steam and electric motor vehicles, for goods and passenger transport and general utility purposes, as well as the latest novelties in equipment, etc.

NOV. 4-12 1921

THE 15th INTERNATIONAL MOTOR EXHIBITION (PRIVATE CARS)

OLYMPIA & WHITE CITY, LONDON

comprehending the widest range of private motor cars ever staged, including over 180 makes, priced at £100 to £4,000. The exhibition will also include equally representative display of carriage work, equipment, tools, tyres and accessories.

THE SOCIETY OF MOTOR MANUFACTURERS AND TRADERS, LIMITED,
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Guaranteed Used Car

Do you know that—a used car in Shanghai is not the same as a used car in Home countries?

There are many people going and coming in the Far East who used a car only for a short period—it is these people's cars that we specialize in.

The following are a few cars we have to offer at the moment:—

Auburn	7 Passengers	(brand new)
Buick 6	5 ,,	(1920)
Briscoe	5 ,,	(new)
Nash	5 ,,	(1920)
Dodge	5 ,,	(do.)
Hupmobile	5 ,,	(do.)
Essex	5 ,,	(do.)
Studebaker light six		(run 1700 miles)
Overland 90		(A. I. condition)
Packard 12	7 ,,	(1919)
Studebaker 6	Limousine	(1919)
Buick 6	do.	(1920)
Overland 90	do.	(home made)
King 8	do.	do.
Auburn	Sedan	(new)
Auburn	Coupe	(do.)
Buick 6	Roadster	(1920)
Dodge	do.	(1919)
Studebaker 4	do.	(do.)
Scripps-Booth	do.	(just overhauled)
Puch	do.	(wire wheels)

THE AUTO CASTLE

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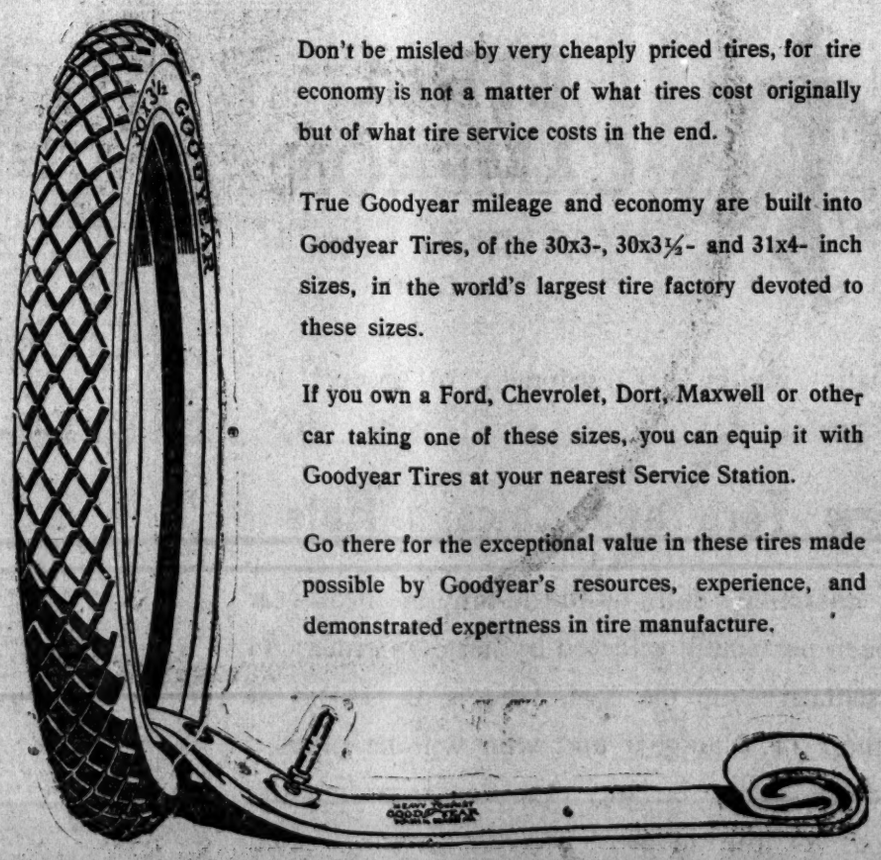

Don't be misled by very cheaply priced tires, for tire economy is not a matter of what tires cost originally but of what tire service costs in the end.

True Goodyear mileage and economy are built into Goodyear Tires, of the 30x3-, 30x3½- and 31x4- inch sizes, in the world's largest tire factory devoted to these sizes.

If you own a Ford, Chevrolet, Dort, Maxwell or other car taking one of these sizes, you can equip it with Goodyear Tires at your nearest Service Station.

Go there for the exceptional value in these tires made possible by Goodyear's resources, experience, and demonstrated expertness in tire manufacture.

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When you see "CHEVROLET" on the radiator

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"IT'S AN INVESTMENT"

You'll see a smile on the face of the owner—

Because there is no car on the Shanghai market which gives so much satisfaction under local conditions, so little trouble and cause for worry as the Chevrolet.

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PHONE WEST 1234

WOMAN SHINES IN ROAD RACE

Joe Nikrent, Noted Driver, Tells Interesting Tale Of Heroine's Heroics

There's a story in connection with the recent 1,000-mile Nevada desert road race classic which is well worth telling, was the remark dropped by one of the participants in this gruelling and nerve-racking contest. Furthermore, it concerns a woman. Joe Nikrent, who drove the Buick car in this race, pays the heroine this worthy tribute:

"If it had not been for Carmen Jewett Wilkie, secretary of the Nevada Highway Association, this now famous race would never have been held this year, and what promises to be an annual racing feature in the sagebrush State instead of being chronicled as one of the biggest events ever held in the annals of road-racing history, would have resulted in a fizzle.

"When everybody connected with the preliminary arrangements had thrown up their hands in despair, and when it looked as though it would be necessary to call off the race for lack of funds and the securing of the requisite number of entries to make the affair a success, Mrs. Wilkie stepped into the breach and by her aggressiveness and energetic campaign she managed to create a Statewide interest in the race from a financial standpoint, while entries began to pour in from outside States.

FACES SERIOUS PROBLEM

"Notwithstanding her valiant efforts in the month preceding the date of the racing classic, it was only due to Mrs. Wilkie's genial personality and her persuasive manner that the race was not called off two days before June 29, the day set for the starting of the three-day trip over the desert.

"With only four bona fide entries in her possession on Monday, June 27, Mrs. Wilkie faced a serious problem when the twenty racing drivers, who had indicated their intention of participating in the race, assembled in the office of the Nevada Highway Association to discuss the terms of the race and to formulate rules to govern certain conditions which had not been covered in the A. A. A. rules.

"With her woman's ingenuity and tact, however, Mrs. Wilkie managed to bridge all of the obstacles which were thrown in her path and when the meeting was over she had in her possession the signed entry blank of every driver together with the entrance fee of $50 and A. A. A. driver's license money."

What Nikrent says is corroborated by everyone who was connected with the race. When the Nevada Legislature was in session the germ of the racing classic was sown with the idea of creating interest in the project of improving the roads of Nevada and the building of State highways.

The Motor Car Dealers' Association of Nevada took up the matter and Mrs. Wilkie, who also is assistant secretary of this organization, together with a committee of automobile dealers started to formulate plans for the race. The entire burden eventually fell upon the shoulders of Mrs. Wilkie.

Several trips were made to California by this ardent woman racing fan, through which she managed to interest the racing devotees of the Golden State in the Nevada project. After gaining the support of outside drivers Mrs. Wilkie then toured the sagebrush State in her Buick car and secured the necessary financial guarantees from the different towns through which the racing cars had to travel in order to make up the $8,250 purse and the money for incidental expenses.

WAS BIG MAN'S JOB

Altogether, it was a big man's job, and the highly successful outcome of the event speaks volumes for the demure and charming little woman who so ably attended to all of the preliminary as well as the subsequent details of the race.

With the assistance of P. Y. Gilson, chairman of the contest board during the three days of the race, which were the busiest of them all, owing to the lack of adequate telegraphic and telephone connections to the various points through which the racing cars had to travel, Mrs. Wilkie managed to keep the world at large informed of the progress of the race. Mrs. Wilkie herself gives Mr. Gilson due credit for the valuable aid he gave to the Nevada Highway Association in the handling of the race itself, and claims that in a measure the success of the race was because of his untiring efforts in the final stages.

This 1,000-mile race will be an annual event and next year a much larger purse will be offered in order to attract more of the stars of the automobile racing world than competed this year.

LUBRICATING MOTOR

If the engine has overhead valves with rocker arms which are lubricated through ordinary oil holes, these should be filled every 100 miles. But if the rocker arms are supplied with oil cups or wick oilers it will not be necessary to oil them often.

Here's Facts 'n Figures On Test Run On Speedway

Here are the outstanding facts of the special test run of the Willys-Knight car over the Fresno speedway on July 4 to 14, inclusive:

Distance covered on run—10,387 miles.

Time—Ten days, July 4 to 14.

Average speed for whole time—43¼ miles per hour.

Only one motor stop made on the whole ten-day run.

Three drivers, working in two-hour shifts, piloted the car.

Heat registered on the track ran as h'gh as 142 degrees Fahrenheit.

Official observers—Al C. Joy and "Scotty" Mortland.

Politeness Pays Says Traffic Cop

Chicago, Ill., Aug. 4.—The wise man is polite to the traffic cop. By the law of compensation, the wise traffic cop should be polite to the passerby.

Patrick F. Sheehy, traffic officer No. 4598, believes that this statement works both ways. He has $25 to prove it.

When Patrick was given his whistle and a busy corner in the Chicago Loop, he had a pretty good training in traffic regulations. But one day he read in a magazine about a bride who was embarrassed because she didn't know which foot to put first in walking down the aisle to the altar. The left foot is correct, of course.

"So I started to study etiquette. Now I am sure of myself, and whenever a motorist attempts to get past me, I never lack words to tell him about it."

Sheehy is given credit for being the "politest policeman" in Chicago police headquarters, and in the Chicago police bulletin. Another reward came the other day, and Sheehy said it happened like this:

"A man came up and asked me where he could buy a box of grapefruit and a cheap straw hat. I told him. Then he asked me how high the Masonic temple was, and I told him. I was going to tell him some interesting stuff about the League of Nations and the Panama Canal, but he wouldn't listen. He went away and came back in a few minutes with $25."

Dodge Factory To Maintain Present Motor Production

Detroit, July 23.—The announcement today by Dodge Brothers through President Haynes that production would be maintained at capacity for the remainder of the year comes as a reassuring factor in the present unsettled condition of the market. Production at the Dodge Brothers plant since the price cut has been increasing daily and is now around the 600 mark. That output, Haynes said, will be continued throughout the year. This assertion is based on present orders and prospective demands.

Haynes said dealers' stock were exhausted and that cars rapidly are going into the hands of consumers. The factory is far behind on orders and dealers from all sections of the country report prospects for a steady demand throughout the year.

SPARE TIRE ESSENTIAL

Bang! You hear this sharp signal of a tire blow-out often at this season of the year on country roads. Where traffic is heavy it's sometimes as difficult to find a vacant space for repairs at the roadside as it is to "spot" a parking space on the city streets. In the early summer, tires that have been mistreated during the winter months develop structural weakenesses and the first long trip usually causes them to "pop." A spare tire is a wise precaution.

MARMON'S NEW TYPES ARE OUT

There's Joy Consequently In All Agencies; Many Differences Noted

There is joy on tap at the Marmon establishment because the new series 1922 Marmon "34s" are out. Everybody likes a new series, especially the automobile merchant, and from the cordial reception accorded this one by motoring California, it is evidently going to prove no exception to the rule.

"Starting with the first Marmon "34" in 1916, there have been few mechanical changes in the car up to date," says one manager.

"Except for minor improvements, few changes were ever necessary, so perfect was the original design. Indeed, none but an expert can pick out one year's series Marmon from another, as the continued popularity of its body style has made such changes unnecessary.

CAR BORN OF WAR

"The Marmon factory learned a great deal from their war experience. They were the only manufacturer honored with contracts for two different types of aircraft motors, and so effective was their work on the Liberty motor that they were awarded the 'Champion Liberty Motor Builder's Pennant' by the Government.

"Out of the heat of this war effort was born a vast improvement in motor design. Standards of accuracy unknown outside of the toolroom or laboratory up to that time became daily occurences in the Marmon shops.

"The simple, but highly efficient, shimless bearing design of the Liberty motor was adopted for the Marmon "34," along with many other notable advancements, which combined to make this the greatest automobile motor ever used in a passenger car.

REFINEMENTS IN SERIES

"There was little refining left to do. With the improved motor and clutch the complete car was near perfection. Yet, searching with unflagging zeal, Marmon designers found various ways of perfecting their product. A change in the lubrication of wrist pins gives better cooling of the piston. This in turn permit closer fitting of piston skirts and rings, thus increasing power and gasoline and oil mileage.

"Better direction of lubricant to valve rocker arms, bushings, pushrods, tappets and rollers insures quieter valve action, while a tiny alteration of the pushrod base makes valve adjustment less frequent. A very hard aluminum alloy timing gear, expanding at the same rate as the aluminum crank case, keeps quiet over all ranges of motor temperature.

"These are few things indeed to talk about in a new series car, but it has never been the Marmon policy to harbor up all their improvements for the sake of bringing out a new model. Marmon advancements are put into production as they are discovered. That is the Marmon idea of fairness to Marmon buyers."

New Wills Model To Appear Soon; It's A Roadster

The first Wills Sainte Claire roadster to be seen on the Pacific Coast will be received by the Western Motors Company, California distributer for this line, within a short time. The first shipment is now en route. This model is original in design and while all tendency toward the extreme has been avoided, it is distinctive and snappy in appearance.

The roadster body is mounted on the standard Wills Sainte Claire chassis, with a wheelbase of 121 inches. All of the distinctive Wills Sainte Claire features are preserved and several new ones are added.

Four persons can be comfortably seated in the roadster, two on the front seat and two more in a rumble seat. The latter is of novel design. When not in use, it is covered by a hatchway folding flush with the rear deck. This hatchway is in two sections connected by a hinge and it folds back to form the rear of the seat. The section against which the passenger rests is thickly upholstered in leather.

AGED FRANKLIN STILL TRIPS ON

Machine's Traveled Over Many Thousand Miles, And Has Seen Hard Service

After 120,000 miles of hard service you might expect to find a motor car worn out, or at least not as frisky as it once was. Not so with 1912 Franklin roadster, the property of C. J. Carr of Ocean Park.

This veteran of the highway is still able to "stand the gaff" and is about as dapper as it ever was. The Franklin dealer of Ocean Park has just sent word of an interesting trip made by himself and a party from the south over a distance of 700 miles, in which the car stood up under many adverse conditions and passed a lot of younger rivals who were stopping along the road for repairs.

THROUGH INTENSE HEAT

The trip was made through the intense heat of the Mojave desert country and into Arizona. Numerous side trips were made along the way, one including a run over a field of broken lava to Piute spring. If ever the durability of a car was tested it was in this stretch of tortuous going, according to Carr.

While making a short cross-country trip in the Mojave country the faithful Franklin came into conclusions with a huge bowlder, tearing out various portions underneath, but not interfering with the operation of the car. After this, it was stated that the old bus would stand anything by river, lake or mountain.

ONE GALLON OF OIL

One of the most astonishing parts of the trip was the fact that the total oil consumption for the weary 700 miles was only one gallon. Car after car was overtaken on the desert roads, stalled for one reason or the other, but through the sweltering heat and nearly impassable road conditions the sturdy veteran stood up and came home with little to show for the wear and tear imposed upon it.

Another interesting feature of the trip was the fact that the Franklin's front tires had already run 16,000 miles, while the rear set had covered 3,000, including several former desert treks.

Mid-Summer Dull Season Is Felt In Japan

Few Sales Of Importance Reported In Automobile Circles

The past week in Japan has seen very few passenger sales and the mid-summer depression is in full swing. Salesrooms are quiet, and many automobile men are taking their annual vacation.

The Tokyo Gas and Electric Company has received the first of a new shipment of Dennis Trucks from England. The Dennis is a sturdy truck of unusually clean-cut design, and should prove a good seller on this market. This company is also exhibiting a number of the latest Studebaker model—a light six. This is one of the smallest American sixes, and it is said to show very good gasoline mileage. It is made at the giant Studebaker works at South Bend, recently completed.

There is a general feeling among automobile circles that the reduced price of gasoline in the United States and England should bring about a further reduction here. One of the greatest drawbacks to motoring in Japan is the high price of fuel and wholesale prices are over three times the wholesale prices now prevailing in the United States.

RATTLING HOOD

A hood that has a tendency to rattle with the vibration of the motor may be silenced by drilling a series of holes in the band of metal on which the hood rests and threading a strip of leather through the holes. In this way the hood rests on leather instead of metal, so that it cannot make a noise.

FASHIONS

(Continued from Page 8)

worn in combination with other materials. Some of the patterns are in stripes, others quite plain, and some in blocks, small and large. The material does not confine itself to two tones of the same tint, but indulges in all sorts of contrasts of colors, which go to make up plaids and stripes and combinations of the two ideas.

For evening wear chiffon promises to be one of the favored materials, and toward this end we see it in most illusive shades and colorings. The paulette chiffons and the various qualities of indestructible voiles are among those most reliable and can be depended upon to keep their colors and to prove effective under all sorts of lighting conditions.

Chiffons with velvet brocade are embroidered with medallions and various other patterns done in silk or metal threads in contrasting colorings. These will be used for the more formal gowns and for those that are draped in such a way that they make the material the center of interest of the gown.

Some of the printed chiffons are beautiful to behold, although, as is the case with printed silks, they are not nearly so prevalent as they have been during some former years. Those that one finds are in combinations of subtle colors, which are particularly attractive when they are printed upon the transparent surface of chiffon.

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The Car for the Owner-Driver.
The most reliable and ever-ready Car is the Standard—that is the opinion of Owner-Drivers all over the world.
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This is the secret of the great dependability of the Kermath and of its unusual economy of fuel.

4 to 40 H.P. 4 cylinder, 4 cycle Engines only.

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Detroit, Michigan
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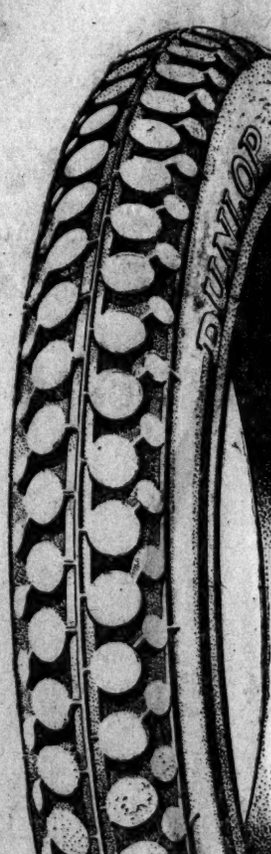

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ROLLS-ROYCE PRODUCED IN U.S.

Famous English Chassis Now Being Produced In America

Rolls-Royce, which, for the past seventeen years, has been manufactured only in England, is being brought into being in America in exactly the same form, with the same materials, accuracy and fine workmanship. The manufacturing plant in Massachusetts turns out part for part in identically the same manner as those produced on the other side, so that the resulting vehicle when placed next to one produced in the English shops is not distinguishable by even the minutest detail. Thus we have the Rolls-Royce of America, produced under English supervision, the pick of the Derby shops being in charge.

Every effort is made to produce the most trustworthy vehicle possible for a class of buyers that demands the very maximum of luxury. Naturally such a car is costly, the Rolls in chassis form selling for $11,750. The bodywork may be anything the buyer wishes and because the chassis is fairly long, 143½ inches, the body designer has a maximum of freedom.

IT'S SMOOTH

The smoothness and quietness of this car is due primarily to the accuracy with which the parts are made, fitted and balanced and the retention of these features is a function of the quality of the materials used. Throughout the chassis the most expensive alloy-steels are employed, as, for instance, the crankshaft which is chrome-nickel steel, machined all over, the bearing caps are of nickel steel, the valves are of chrome-vanadium, and so on.

The six-cylinder engine has two blocks of L-head cylinders of 4½ by 4¾ inches bore and stroke. This makes the engine almost "square" and in that respect is very different from nearly every American engine which has a greater stroke-bore ratio. The crankshaft is mounted on seven bearings resting in an aluminium crankcase. This shaft has at its forward end a friction type of vibration damper, so that periodic vibration of the crankshaft is eliminated. In addition to the damper the gear at the end of the crankshaft is mounted against springs so that the driving force passes through the springs first. This method "eases" the drive and eliminates gear noises. Attached to the crankshaft are connecting rods machined all over and the pistons are of aluminium alloy. In order to reduce so-called "slapping" brought about by looseness of the fit of alloy pistons, the latter are slit longitudinally, a practice which now is being used in some well-known cars here. The piston rings are fixed in place so that they cannot turn in their grooves.

The valve action consists of a type of cam which is designed for quiet operation, the cams moving the push rods through the intermediary of pivoted rockers so that the thrust is straight against the push rod, thus avoiding side thrust and consequent wear. (The valve stems, with their springs, are not covered).

The carbureter is a special design made by the Rolls-Royce Company and ignition is by two separate sets, a magneto and a battery system. These may be used independently or together.

HOW SHE WORKS

The engine is fitted with a governor controlling the carbureter throttle. This governor is out of action when the accelerator pedal is used, but otherwise comes into play, a control for it being provided so that it may be set to keep the engine speed at any given maximum. It also makes it possible for the engine to be set at a low idling speed and provides a non-stalling feature in traffic.

Cooling is by the usual pump method and fuel feed by pressure. The engine oiling system is by pressure to all parts. A safety feature is employed in cylinder lubrication which provides that when the throttle is open about two-thirds there is a direct feed to the cylinders in addition to the spray from the ends of the connecting rods. The radiator is made at Springfield.

One of the oddities of construction relates to the engine mounting, which is by four points, the two forward supports being through bell-cranks attached to the frame. These cranks are themselves connected by a tie rod.

The clutch on the Rolls-Royce is a type known as a reversed cone and is fitted with a clutch brake.

The drive from it is to a separately-mounted four-speed transmission of unusually large size and provided with helical gears for the constant mesh pair. This is to insure quietness of operation. The transmission case is one aluminum casting with a dividing wall inside. Ball bearings are used throughout.

The drive rearward is through a forged built-up torque tube which houses a split type of propeller shaft having a universal in the middle. The rear axle is built up of forgings bolted together. It is a floating type using a spur gear differential with spiralbevel driving gears. Fitted to the axle are two sets of brakes acting on separate drums. The service brake may be adjusted simply by turning a hand wheel which extends out of the frame channel.

Springing is by semi-elliptics in front and cantilever in the rear, shock absorbers of the company's manufacture being fitted to the fronts. Steering is by screw and nut arrangement.

All Rolls-Royce cars are fitted with wire wheels, the tires being 33 x 5.

BYWAYS OFFER MANY NEW TYPES

Now's Time To Study Character Along Roads, Says One Observer

Have you ever studied the types of motorists and motor cars that you encounter along the highways, now that the touring season it at its height? Hundreds and thousands of travelers are now encountered going to and returning from the outdoor playgrounds, with everything to be seen from the small town barber and his family out for a week-end jaunt to the man of millions riding sedately and alone in his high-powered and expensive car.

"The migratory motorist offers a wide variety of type and a most interesting study," states one observer. "In a recent trip I was offered a splendid opportunity of studying the diffferent types encountered along the highways. I saw a little bit of everything from the country 'swell' out for a week-end spin down to the man of money riding along in his closed car with his liveried chauffeur.

"Then there was the family group—the wife, husband and chattering flock of children—all piled into the faithful car together with camping outfit. In one instance I was a car packed down with baggage and human freight, while strapped onto the step I beheld a coop of live and squawking chickens. This party was bound to have fresh eggs on the trip, or else fried chicken, I don't know which. Then there was the modern prairie schooner, with a superstructure built upon an old chassis and equipped with all the comforts of home.

"One thing that impressed me the most on the trip was the warmth and the number of hospitable greetings one encounters along the road. There is scarcely an instance where camping parties fail to pass a pleasant word or, when drawn up for the night, fail to wave a cheery greeting as you pass on the highway. The motor car, in my belief, has promoted hospitality throughout the country, and the people who believe that the romance and color of the old days have passed had better try a motor trip along the highways at this time of the year."

CHEVROLET DROP BOOSTS SALES

Distributers for the Chevrolet product report that the reduction in price, announced recently, greatly stimulated trade.

"We're all wrong in doping out business as being bad or dull. The buying public has just been holding back expecting to get in 'soft,'" they say.

"The price reduction was just like giving them 'the Watson needle.' They could not resist any longer and the sales of the last week has created a fine bunch of optimists in our salesroom.

"There are thousands of motor cars needed today whose future owners are ready to buy. They all could be sold if they could be properly reached. They have the money, as proved by our experience, but it is hard to divorce them from it, as they are waiting for bottom prices.

"The result is that they have put a 'crimp' in production and the factories are not turning out cars up to schedule. This has but one effect and that is to create a shortage when the buying public realises that automobiles are down to bottom prices.

"We have felt this condition the last few days, as we have had to step around to get cars to fill orders. If we were to suddenly be rushed with buyers, even now, we would have to commence to book orders. If that is the condition with us, it is certain to exist with others along automobile row."

STEALING CAPITAL OFFENSE

Because the Anti-Horse Thief Association in Missouri now and then catches a horse thief and strings him up, a bill was recently introduced in the State Legislature to make the stealing of a motor vehicle a capital offense.

Annual Output Motor Vehicles

1899 ...	3,700	$ 4,750,000
1904 ...	21,281	23,634,367
1909 ...	127,731	159,918,506
1910 ...	181,000	213,000,000
1911 ...	199,319	240,770,000
1912 ...	356,000	335,000,000
1913 ...	461,500	399,902,000
1914 ...	543,679	413,859,279
1915 ...	818,618	565,978,950
1916 ...	1,493,617	797,469,353
1917 ...	1,740,792	1,053,505,781
1918 ...	926,388	801,937,925
1919 ...	1,657,652	1,461,785,925
1920 ...	1,883,158	1,809,170,963
MOTOR TRUCKS		
1904 ...	411	$ 946,947
1909 ...	3,255	5,230,023
1903-1910	10,374	20,485,500
1911 ...	10,655	22,292,321
1912 ...	22,000	43,000,000
1913 ...	23,500	44,000,000
1914 ...	25,375	45,098,464
1915 ...	74,000	125,800,000
1916 ...	90,000	157,500,000
1917 ...	128,157	220,982,668
1918 ...	227,250	434,168,992
1919 ...	316,364	423,326,621
1920 ...	322,039	423,756,715

U.S. Auto Production In 1920 Represents $3½ Billion Output

Volume of Motor Vehicles, Parts, Tires and Accessories, wholsale business	$3,594,814,620
Value of Complete Passenger Car and Truck Output	2,232,927,678
Value of Parts and Accessories Output	725,136,942
Value of Tire Replacement Output	636,750,000
MOTOR VEHICLES PRODUCED	2,205,197
Passenger Cars ...	1,883,158
Trucks	322,039
Percent Exported	7½
REGISTRATION IN U. S. A.	9,211,295
MOTOR VEHICLES MANUFACTURING BUSINESS	
Capital Invested	$1,204,378,642
Number of Employes	325,000
Wages and Salaries..	482,950,000

Valve Springs Give Trouble

Weak valve springs can cause endless trouble in promoting poor engine operation. Whenever the valves are removed these springs should be measured to see that they are the same size. If one spring is short it either will have to be stretched or a plate placed under it to increase the pressure.

Gear Shifting Is Reduced Greatly By New Kurtz Car

The unique test was made recently of the efficiency in traffic of the Kurtz automatic motor car.

In driving through the most congested parts during this time, it was found necessary to shift gears ninety-three times. Which the the ordinary gear shifting lever would mean reaching forward that number of times and double the arm movement in driving under these conditions, some exercise in itself.

This test showed that advantages of the car when it is considered that the only extra operation necessary in driving was the mere shifting of a lever on the steering wheel by the thumb and forefinger, allowing the driver to at all times drive his car with both hands on the steering wheel.

Not only was this a most striking advantage, but it allowed the driver to shift gears, steer his car and use the legal hand signals conveniently and comfortably.

It showed that it is the nearest thing to the electrically driven and controlled car on the market today from the standpoint of driving.

Varnish Car Semi-Annually

Varnishing the car every six months is advised as cheaper than repainting and because the car is in the shop only a day or two. Varnish will keep the car looking new.

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Tyre Economy depends, not so much on the original cost of the tyre, as on its final cost per mile of service.

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